# The Hong Kong Daily Press.

No. 5484 號四十八百四千五第 日六十月五年亥乙緒光 HONGKONG, SATURDAY, 19TH JUNE, 1875. 六拜禮 號九十月六英 港香 [PRICE $2½ PER MONTH.


## Arrivals.

June 16, AJAX, British steamer, 1,549, Alex. Kidd, Liverpool 3rd May, Port Said 18th, Suez 19th, Penang 8th June, and Singapore 12th, General.—BUTTERFIELD & SWIRE.

June 18, BEETHOVEN, German bark, 340, R. Hage, Bangkok 24th May, Rice.—MELCHERS & Co.

June 18, PANAMA, German bark, 416, Burgdorff, Newchwang 22nd May, Beans.—WM. PUSTAU & Co.

June 18, NINGPO, British str., 761, J. M. Rayner, Canton 17th June, General.—SIEMSSEN & Co.

June 18, A. E. VIDAL, German bark, 330, M. Angelbert, from Whampoa, General.—WM. PUSTAU & Co.

June 18, BALGOWNIE, British bark, 324, J. Brown, London 25th January, General.—ORDER.

June 18, ERNEST, French bark, 406, Bourges, Antwerp 30th January, Glass and Iron.—MEYER, ALABOR & Co.

June 18, FORMOSA, British str., 655, C. E. Stewart, Canton 18th June, Ballast.—A. MACG. HEATON.

## Clearances.

AT THE HARBOUR MASTER'S OFFICE, JUNE 18TH.

*Leyte*, str., for Manila.
*G. T. Ray*, for Newchwang.
*Galatea*, str., for Singapore and Penang.
*Singapore*, str., for Singapore and Australia.

## Departures.

June 18, FU-KEW, str., for Shanghai.
June 18, LEYTE, str., for Manila.
June 18, GALATEA, str., for Singapore and Penang.
June 18, SINGAPORE, str., for Singapore and Australia.
June 18, G. T. RAY, for Newchwang.

## Passengers.

ARRIVED.

Per *Beethoven*, from Bangkok:—
4 Chinese.
Per *Ajax*, str., from Liverpool:—
Mr. and Mrs. Lees and child, Mr. Allen, and 160 Chinese.

DEPARTED.

Per *Singapore*, str., for Singapore, &c.:—
For Singapore.—Miss Little. For Sydney.—Dr. Stirling. For Melbourne.—Messrs.—R. Page, M. Hashimoto, H. Sakuta, M. Funaki, K. Eda, T. Harukuchi, Y. Sato, K. Nishio, S. Yugawa, and S. Shimidsu, and 258 Chinese.
Per *Leyte*, str., for Manila:—
6 Cabin and 3 Chinese.
Per *Galatea*, str., for Singapore, &c.:—
1 Cabin and 101 Chinese.

TO DEPART.

The following passengers proceed by the P. & O. Co.'s str. *Zambesi*, to-day, at noon:—

For Singapore.—1 native. For Bombay.—Messrs. S. Munjee and J. Miller, and 1 native. For Brindisi.—Capt. Andrews. For Southampton.—Lieut. F. R. Polly, Messrs. T. Bright, H. V. Russell, P. Jordon, Rose, R. L. Drake, and E. M. Stichels, and 2 Chinese.

## Reports.

The British steamship *Ajax* reports left Liverpool on 3rd May, Port Said on the 18th, Suez on the 19th, Penang on 8th June, and Singapore on the 12th. Had fine weather throughout.

The German bark *Beethoven* reports left Bangkok on 24th May. Experienced calms with occasional light squalls in the Gulf of Siam. On June 1st passed Pulo Obi; from thence to the 15th had light variable winds and calms; then had steady Southerly breeze to port.

The German bark *Panama* reports left Newchwang on 22nd May. Had variable winds with thunder, lightning and heavy rain in the Formosa Channel; thence to Breaker Point fine weather; thence to port strong Easterly current with steady S.W. to S.W. by S. breezes with occasional squalls.

The French bark *Ernest* reports left Antwerp on 30th January. In the North Atlantic strong winds, and coming round the Cape of Good Hope adverse winds. The rest of the passage light airs and calms. Three days ago, saw the the British bark *Ann Cheshire*, from Antwerp to Hongkong. Spoke the ships *Kaisow* and *Empress*.

The British bark *Balgownie* reports left London on 25th January. On 5th March, exchanged signals with British ship *Glen Maldon*, of Liverpool, from Cardiff to Manila, 50 days out, in lat. 3.51 N., and long. 22.39 W. On March 20th, signalled an Italian barque, shewing Q.D.F.L., (number not in book), from London to Nelson (N.Z.), 48 days out. On 24th March, signalled the British barque *Ann Cheshire*, from Antwerp to Hongkong, 74 days out, in lat. 30.19S., and long. 23.21 W. On 6th June, again passed the *Ann Cheshire*, bound for this port. Experienced light winds and calms from 20 S. lat. up to Java Head, where arrived on May 20th, and anchored in Anjer Road on the 22nd. Sailed from Anjer on the 24th; since which time experienced nothing but light winds and calms and adverse winds.

### Vessels Expected at Hongkong.

*(Corrected to Date.)*

| *Vessel's Name.* | *From.* | *Dates.* |
|---|---|---|
| Villa Franca | Liverpool | Nov. 21 |
| Aleda | Shields | Jan. 16 |
| Rosetta M'Neill | New York | Jan. 21 |
| Kelga | Hamburg | Feb. 5 |
| Virginia | Cardiff | Feb. 6 |
| Ella | Falmouth | Feb. 7 |
| Clarinda (s) | Shields | Feb. 8 |
| Alnmuth | Shields | Feb. 10 |
| Golden Spur | London | Feb. 19 |
| Herwatska | London | Feb. 25 |
| Gustav | Cardiff | Feb. 25 |
| Queen of the Seas | Liverpool | Feb. 27 |
| Rollo | Lisbon | Mch. 1 |
| Devonhurst (s) | London | Mch. 10 |
| Amadis | Swansea | Mch. 11 |
| Androklos | Bremerhaven | Mch. 17 |
| Midnight | Liverpool | Mch. 20 |
| Edward James | Portland | Mch. 22 |
| Lanercost | Cardiff | Mch. 29 |
| Lucia | London | April 17 |
| Melbrek | London | April 18 |
| Pilgrim | Newcastle | April 24 |
| Atona | Cardiff | April 28 |
| Norden | Antwerp | April 28 |
| Prince Louis | Cadiff | May 2 |
| Robert Boak | Falmouth | May 3 |
| Solstek | Shields | May 3 |
| Giangylo (s) | London | May 5 |
| Gulley of Lorne (s) | London | May 5 |

## Auction Sales To-day.

*None.*

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. B. COUGHTRIE, *Secretary*

Hongkong, 1st November, 1871. [tf 885

## To be Let.

TO LET.

THE Premises known as the "THE WOODLANDS," newly painted and in Good Order.

Apply to REMEDIOS & Co.

tf 131 Hongkong, 22nd January, 1875.

TO LET.

A HOUSE in Lower Mosque Terrace, from 1st July prox. Rent $40.

Apply to ED. SHARP & TOLLER.

Supreme Court House, Hongkong, 18th June, 1875. [tf 638

TO LET.

THE whole, or part, of the Residence known as "THE HERMITAGE."

Apply to T. ALGAR, 9, *Hollywood Road.*

tf 977 Hongkong, 23rd June, 1874.

TO LET,

TWO DWELLING HOUSES and OFFICES, Nos. 14 and 16, Stanley Street, lately in the occupation of Messrs. RAYNAL & Co., which have recently been thoroughly repaired. Possession may be had from May 1st.

*With Immediate Possession.*

PREMISES No. 44, Queen's Road, lately in the occupation of Messrs. G. DUBOST & Co.

HOUSE No. 35, Wellington Street, thoroughly repaired, lately in the occupation of Messrs. ROSE & Co.

DWELLING HOUSE and OFFICE No. 1, Stanley Street, at present in the occupation of Messrs. DREYER & Co., possession from 1st June next.

DOUGLAS LAPRAIK & Co.

tf 2050 Hongkong, 18th May, 1875.

TO LET.

THE PREMISES at present occupied by THE CHINA FIRE INSURANCE COMPANY, Queen's Road.

Apply to G. FALCONER.

tf 1070 Hongkong, 7th July, 1874.

TO LET,

*With Possession on 1st of April.*

THE PREMISES now occupied by the INDO-CHINESE SUGAR COMPANY, LIMITED, as OFFICES, consisting of FOUR ROOMS on the First Floor, situated in Bank Buildings. Rent $75 per month. Apply to T. ALGAR, 9, *Hollywood Road.*

tf 392 Hongkong, 10th March, 1875.

TO LET.

A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchai.

Apply to S. E. BURROWS & SONS.

tf 453 Hongkong, 20th March, 1875.

TO LET.

HOUSES Nos. 2 and 3, on Morrison Hill. No. 3, can be let *Furnished*, or Unfurnished. Apply to THOS. G. GLOVER.

7, Queen's Road, Hongkong, 25th May, 1875. [1m 800

TO LET.

NO. 2, WESTBOURNE VILLAS, Bonham Road. Apply to G. FALCONER & Co.

346 Hongkong, 2nd March, 1875.

TO LET.

SOME HOUSES on PEDDAR'S HILL, No. 4, SEYMOUR TERRACE.

Apply to DAVID SASSOON, SONS & Co.

tf 519 Hongkong, 22nd May, 1875.

TO LET,

*With Immediate Possession.*

THE Detached PREMISES situated on Inland Lot 169, Graham Street, (recently occupied by Messrs. E. SCHELLHASS & Co.,) consisting of DWELLING HOUSE, OFFICE, and Four GODOWNS.

Also, the DWELLING HOUSES Nos. 8, 9, and 10, Upper Mosque Terrace. Gas and Water laid on.

Apply to T. G. LINSTEAD.

252 Hongkong, 8th March, 1875.

TO LET,

*With Possession on the 15th April.*

THE HOUSE and PREMISES known as "CRAIGELLACHIE," situated on the Bonham Road, and now in the occupation of R. JENSEN, Esq.

Good STABLING. Gas and Water laid on.

Apply to ED. SHARP & TOLLER, *Solicitors.*

tf 422 Hongkong, 15th March, 1875.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND.....100,000 of Dollars.

*Court of Directors:—*

Chairman—AD. ANDRE, Esq.
Deputy Chairman—W. H. FORBES, Esq.
E. E. Sellios, Esq. H. Hoppius, Esq.
J. F. Cordes, Esq. H. Nicaise, Esq.
E. D. Sassoon, Esq.
*Chief Manager.*
Hongkong—James Greig, Esq., *Manager.*
Shanghai—Ewen Cameron, Esq.
*London Bankers—London and County Bank.*

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months' 2 per cent. per annum.
6 " 4 " "
12 " 5 " "

LOCAL BILLS DISCOUNTED.

*Credits*—granted on approved Securities, and every description of Banking and Exchange business transacted.

*Drafts*—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, *Chief Manager.*

Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 26th April, 1875.

COOKTOWN.

THE QUEENSLAND NATIONAL BANK, LIMITED.

HEAD OFFICE—BRISBANE.

BRANCHES—COOKTOWN, and all the PRINCIPAL TOWNS of the COLONY.

Agents in Hongkong and China,
The ORIENTAL BANK CORPORATION.

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE

IS HEREBY GIVEN, that a Scrip Certificate for one Share in this Company, numbered Six, and standing in the name of the late M. A. DOS REMEDIOS, having been lost, the same is cancelled.

By Order,
W. H. RAY, *Secretary pro. tem.*

2m 636 Hongkong 27th April, 1875.

THE SWISS LLOYDS TRANSPORT INSURANCE COMPANY, WINTERTHUR.

| | |
|---|---|
| *Subscribed Capital,* | $1,000,000 |
| *Reserve Fund* | 115,000 |
| *And Co-insures with French Lloyd, Paris, Capital* | 1,400,000 |
| *And with French Company, Paris, do.* | 1,000,000 |
| *Aggregate Capital* | $3,515,000 |

VOGEL, HAGEDORN & Co.,
AGENTS—HONGKONG AND CHINA.

WILL grant Policies at Current Rates on Marine Risks to all Ports of the World, allowing a Brokerage of:—

*40 per cent. on Risks East of Singapore.*
*And 20 per cent. on Risks to Europe and America.*

1043 Hongkong, 1st April 1875.

## Notices of Firms.

NOTICE.

THE Interest and Responsibility of Mr. THOMAS PICKERING DROWN, in our Firm, ceased on the 10th November, 1873.

E. VINCENT & Co.

Swatow, China, 10th October, 1874.

MR. COLIN CAMPBELL WILLIAMS is this day admitted a Partner in our Firm.

E. VINCENT & Co.

Swatow, China, 10th October, 1874. [tf 1669

NOTICE.

WE have authorized Mr. HERMANN CAESAR ERDMANN to sign our Firm on and after this date.

CARLOWITZ & Co.

Hongkong, Canton, 1st June, 1875. [1m 841

NOTICE.

THE Interest and Responsibility of Mr. FRANZ SEBASTIAN SCHÜTZE in our Firm ceased on 31st December, 1874.

MARGESSON & Co.

1m 820 Macao, 27th May, 1875.

NOTICE.

MR. H. G. PHIPPS has this day been admitted a Partner in our Firm.

PHIPPS, HICKLING Co.

845 Foochow, 1st June, 1875.

NOTICE.

MR. CONRAD MUNBO DONNER has been authorized to sign our Firm by procuration at this Port.

WM. PUSTAU & Co.

1m 842 Canton, 1st June, 1875.

NOTICE.

WE have Established ourselves as MERCHANTS and COMMISSION AGENTS at Hongkong, and in Formosa at Takao and Taiwanfoo, under the Style of TAYLOR & THOMPSON.

WILLIAM HENRY TAYLOR.
GEORGE MORTIMER THOMPSON.

6m 279 Hongkong, 17th February, 1875.

NOTICE.

WE have OPENED A BRANCH at Hiogo, under the same FIRM NAME as at Nagasaki.

143 905] ALT & Co.

THE Undersigned has been appointed AGENT at this Port for Messrs. HENRY S. KING & Co., of London.

OFFICE—*No. 6, Stanley Street.*

W. H. NOTLEY.

tf 1765 Hongkong, 24th October, 1874.

NOTICE.

WE have authorized Mr. THOMAS HALL to sign our Firm per procuration.

BUTTERFIELD & SWIRE.

tf 654 Hongkong, 18th February, 1875.

NOTICE.

MR. GEORGE OLIVER is authorised to sign the name of our Firm at Foochow.

HEARD & Co.

tf 719 Hongkong, 11th May, 1875.

NOTICE.

I HAVE this day Established myself at this Port as MERCHANT and GENERAL COMMISSION AGENT under the Style and Firm of

MALCAMPO & Co.

JOAQUIM MALCAMPO QUIOGA.

6m 584 Amoy, 12th April, 1875.

NOTICE.

MR. CHAS. G. BUNKER, JR., has this day been admitted a Partner in our Firm.

THOMPSON & Co.

Pagoda Anchorage, Foochow, June 5th, 1875. [3m 880

NOTICE.

MR. ALFRED THOMAS MANGER has this day been admitted a Partner in our Firm.

DOUGLAS LAPRAIK & Co.

1829 Hongkong, 2nd November, 1874.

NOTICE.

MR. HUGH SUTHERLAND has been admitted a Partner in our Firm at Shanghai, and Mr. H. J. J. CHAMBERS in our Firm at this Port, from 1st instant.

JOHN FORSTER & Co.

3m 771 Foochow, 15th May, 1875.

NOTICE OF DISSOLUTION.

THE Interest and Responsibility of Mr. THOMAS WALLACE in our Firm at Yokohama, and elsewhere in Japan, ceased by mutual consent on the 31st March, 1875.

LANE, CRAWFORD & Co.

3m 773 Yokohama, May 6th, 1875.

NOTICE.

A CO-PARTNERSHIP has this day been formed between JOHN HEARD, AUGUSTINE HEARD, ALBERT FARLEY HEARD, and CHARLES EDWARD PARKER, for the purpose of carrying on the business of GENERAL COMMISSION MERCHANTS at Hongkong, Canton, Foochow, Shanghai, Hiogo, and Yokohama, under the name and style of HEARD & Co.

MR. ROBERT INGLIS FEARON, MR. GUSTAVUS FARLEY, JR., and MR. JOHN ALEXANDER FRASER are authorized to sign the name of the Firm.

HEARD & Co.

tf 641 Hongkong, 28th April, 1875.

HONGKONG ICE COMPANY

HAVE always on hand a Stock of CLEAR, SOLID, BLOCK ICE made from PURE FILTERED WATER, without the use of ETHER, AMMONIA, or any kind of Chemicals whatever.

PRICE TWO CENTS PER POUND.

SPECIAL AGREEMENTS made with Steamship Owners or other large Consumers.

Order Books can be had at the Depôt No. 17, Queen's Road, HONGKONG HOTEL BUILDINGS, or at the Works at East Point. Those preferring to use Pass Books can do so.

KYLE & BAIN, *Proprietors.*

510 Hongkong, 20th May, 1875.

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT.

By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.

PRICE: In Paper Wrapper.....$1.50
Neatly Bound.....$2.00
Apply at the *Daily Press* Office.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors, authorizing them to issue Policies to the extent of £10,000 on any one First-class Risk, or to the extent of £15,000 on Adjoining Risks at Current Rates.

A Discount of 20 °/ allowed.

HOLLIDAY, WISE & Co., *Agents.*

48 Hongkong, 8th January, 1875.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., *General Agents.*

tf 951 Hongkong, 17th April, 1873.

## Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from the Trustees of the Estate of Messrs. AUGUSTINE HEARD & Co., to Sell by Public Auction, on

*TUESDAY,*

the 22nd June, 1875, at Noon, at the Godowns, Wanchi,—

24 Coils TELEGRAPH WIRE.
13 Cases INSULATORS.
39 " Lithographic PAPER.
10½ Barrels Oxide PAINT.
100 Boxes FIRE CRACKERS.
1 Diving MACHINE.
4 ANCHORS.
2 Chain CABLES.
21 Boxes Mixed TEA.
2 New Beam SCALES.
1 Sugar MACHINE.
5 Brass GUNS.
CEMENTS, GYPSUM, GINSENG, ALCOHOL, MATS, HIDES, CIDER, TEA, Chinese MEDICINES, Sundry FURNITURE, CARPETS, 1 Piece Calcutta MATTING, GRATES, HOUSE-BOATS, &c., &c.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

J. M. ARMSTRONG, *Auctioneer.*

946 Hongkong, 18th June, 1875.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

ON and after MONDAY, the 14th instant, the Company's Steamers plying between Hongkong and Canton will run in the DAY TIME, leaving Hongkong at SEVEN A.M., and Canton on MONDAY, WEDNESDAY, and FRIDAY, at 9 A.M.; on TUESDAY, THURSDAY, and SATURDAY, at SEVEN A.M.

By Order of the Board of Directors,
P. A. DA COSTA, *Secretary pro. tem.*

911 Hongkong, 11th June, 1875.

BRITISH AND FOREIGN MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned, Agents for the above Company, are prepared to issue Policies by the O. S. S. Co.'s, P. & O. Co.'s, and M. M. Co.'s Steamers at the following Rates, less 15 °/ discount:—

| | *All Risks.* | *Free of Particular Average.* |
|---|---|---|
| Hongkong to London, Tea, | 1¾ °/ | 1½ °/ |
| Do. Do. Silk, | 1¼ °/ | 1¼ °/ |

Other First-class Steamers at Current Rates.

BUTTERFIELD & SWIRE, *Agents.*

1m 891 Hongkong, 8th June, 1875.

ROYAL EXCHANGE ASSURANCE CORPORATION.

THE Undersigned, Agents of the above Corporation, are prepared to grant Policies against Fire at Current Rates, less 20 °/ discount.

BUTTERFIELD & SWIRE, *Agents.*

1m 892 Hongkong, 8th June, 1875.

LONDON AND LANCASHIRE FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents of the above Company, are prepared to grant Policies against Fire at Current Rates, less 20 °/ discount.

BUTTERFIELD & SWIRE, *Agents.*

1m 893 Hongkong, 8th June, 1875.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

NOTICE.

AFTER this date, a brokerage of Thirty-three and one-third per cent. (33⅓ °/) will be allowed by this Agency on risks to ports in CHINA, JAPAN, the PHILIPPINES, and the STRAITS.

On risks to all other ports, the brokerage will be ten per cent. (10 °/) only.

WM. PUSTAU & Co., *Agents.*

tf 131 Hongkong, 21st January, 1874.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company, call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ °/) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 °/) only.

SIEMSSEN & Co., *Agents.*

tf 1028 Hongkong, 1st July, 1874.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 °/) upon the current local rate of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co., *Agents.*

tf 1193 Hongkong, 27th June, 1872.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT of TWENTY PER CENT. (20 °/) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co., *Agents.*

1 Hongkong, 1st January, 1874.

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $45,000 on First-class Risks.

A Discount of Twenty per cent. (20 °/) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.

T. G. LINSTEAD, *Agent, Sun Fire Office.*

12 Hongkong, 26th August, 1874.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 °/ on the premia.

EDWARD NORTON & Co., *Agents.*

tf 8 Hongkong, January, 1875.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

137, LEADENHALL STREET, LONDON
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. MOLVER, *Agent.*

tf Hongkong, 1st July, 1867.

## Intimations.

THOMPSON AND HIND

INVITE INSPECTION OF THEIR

NEW SPRING AND SUMMER GOODS.

Ladies' TRIMMED HATS and BONNETS.

Ladies' STRAW and CHIP HATS and BONNETS.

New Shapes in Baby's and Children's SUN HATS.

Boys' and Girls' SAILOR and YACHTING HATS.

New STRIPED and CHECK GRENADINES for DRESSES.

PLAIN WHITE BATISTES and WHITE STRIPED DITTO.

New STRIPED and SPOT FRENCH PERCALES.

Pieces of HAIR, for Wearing in Present Style.

JET CROSSES, BRACELETS, NECKLETS, and HAIR PINS.

Ladies' and Children's UNDERCLOTHING.

Gentlemen's FELT HATS, SHIRTS, COLLARS, SCARFS, CRAVATS, TIES, and UNDERCLOTHING.

The India GAUZE UNDERVEST, to take off like a Coat, so as not to tear.

33, *QUEEN'S ROAD,* HONGKONG.

666 Hongkong, 1st May, 1875.

FOR SALE.

A STYLISH DOGCART, with Fast Canton PONY. *Also,* A BASKET TRAP.

All in good order.

LANE, CRAWFORD & Co.

tf 869 Hongkong, 5th June, 1875.

FOR SALE.

THE Well known and long Established BUSINESS of McALISTER & Co., Shipchandlers and General Merchants, Singapore.

tf 283 Singapore, 10th February, 1875.

FOR SALE.

HENRY RITCHIE'S SUPERIOR PALE SHERRY.

T. G. LINSTEAD,

2138 Hongkong, 21st December, 1874.

DEATH TO WHITE ANTS.

MALPAS'S PATENT COMPOUND, for preserving Timber from the Ravages of White Ants and other Insects, is Cheap, and simple in its Application to Timber for Building purposes, &c.

Master Packages for trial, with full instructions supplied, and Orders received by

W. H. NOTLEY,
FOR
B. DAVIES,
SOLE AGENT FOR CHINA.

tf 729 Hongkong, 13th May, 1875.

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Hong Flax
Crown } CANVAS.

ARNHOLD, KARBERG & Co.

tf 1130 Hongkong, 11th May, 1867.

JUST PUBLISHED AND FOR SALE.

ROYAL 8VO., CLOTH GILT, PRICE $10,

PIECE-GOODS, YARN, and WOOLLEN TABLES, shewing the Net Returns in Sterling for Shipments via the Suez Canal to China. Calculated with special reference to the Hongkong and Shanghai Markets and Exchanges. By W. KENFOOT HUGHES, Hongkong.

LANE, CRAWFORD & Co., *Hongkong, Shanghai, and Japan.*

3m 785 Hongkong, 22nd May, 1875.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

MR. P. A. DA COSTA has this day been appointed Secretary *pro. tem.* to the above Company.

Applications for the post of Secretary will be received at the Office of the Company.

RICHARD DEACON, *Chairman of the Board of Directors.*

656 Hongkong, 30th April, 1875.

A. MILLAR & CO.,
PLUMBERS,
COPPERSMITHS AND BRASS-FOUNDERS,
GAS-FITTERS AND BELL-HANGERS,
QUEEN'S ROAD EAST, AND NULLAH LANE.

1499 Hongkong, 23rd September, 1874.

STORAGE.

COALS received on Storage in First-class Godowns (lately known as those of Messrs. R. S. WALKER & Co.) of about 5,000 tons Capacity, situated on the Praya, West Wanchi.

T. G. LINSTEAD.

1309 Hongkong, 18th November, 1874.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.

tf 419 Hongkong, January, 1867.

THE TOURIST'S GUIDE.—REDUCED PRICE $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.

Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.

*The Daily Press Office.*

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

*Established 1809.*

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the following rates, subject to a discount of 20 °/:

| | |
|---|---|
| Detached and semi-detached Dwelling Houses removed from Town, and their Contents | ¼ per cent. per annum. |
| Other Dwelling Houses, used strictly as such, and their Contents | ½ " " |
| Godowns, Offices, Shops, &c., and their Contents | 1 " " |

SHORT PERIOD INSURANCES.

| | |
|---|---|
| Not exceeding ten days | ¼ of the annual rate. |
| Not exceeding one month | ½ " |
| Above 1 month, and not exceeding 3 months | ¾ " |
| Above 3 months, and not exceeding 6 months | " |
| Above 6 months | the full annual rate. |

GILMAN & Co., *Agents.*

tf 1903 Hongkong, 8th May, 1874.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 °/) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co., *Agents.*

tf 1192 Hongkong, 27th June, 1872.

## Intimations.

CHINA TRADERS' INSURANCE COMPANY (LIMITED.)

NOTICE.

AN EXTRAORDINARY MEETING of Shareholders in the above Company will be held at the Company's Office, 48, Queen's Road, on MONDAY, the 21st June proximo, at 3 o'clock P.M.

BUSINESS.

1st.—To consider certain proposed alterations in the Company's Articles of Association.

2nd.—To consider the propriety of making a further call.

*N.B.*—The proposed amendments in the Articles will be circulated among Shareholders in a few days.

By Order,
W. H. RAY, *Secretary.*

21d 844 Hongkong, 31st May, 1875.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Hongkong Club will be held at the Club House, on THURSDAY next, the 24th instant, for the purpose specified in a Notification posted in the Hall of the Club.

By Order,
EDWARD BEART, *Secretary.*

8d 942 Hongkong, 17th June, 1875.

HONGKONG HOTEL COMPANY (LIMITED.)

THE HALF-YEARLY MEETING of the Shareholders in the above-named Company will be held in the Hongkong Hotel on WEDNESDAY, the 28th July, 1875, at 3.30 P.M.

The Transfer Books of the Company will be CLOSED from the 17th to the 28th of July, 1875, both days inclusive.

By Order,
ED. BAKER, *Secretary.*

941 Hongkong, 17th June, 1875.

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE Transfer Books of the Company will be CLOSED from the 16th instant to the 30th instant, both days inclusive.

By Order,
JAS. B. COUGHTRIE, *Secretary.*

1m 838 Hongkong, 1st June, 1875.

CHINA TRADERS' INSURANCE COMPANY (LIMITED.)

THE Undermentioned Firms have been appointed Agents for the above Company at the Ports named:—

London.....Messrs. GEORGE CROSHAW & Co.
Canton.....„ DEACON & Co.
Foochow.....„ WESTALL, GALTON & Co.
Yokohama.....„ PAUL HEINEMANN & Co.

By Order,
W. H. RAY, *Secretary.*

tf 833 Hongkong, 29th May, 1875.

THE CHINA TRADERS' INSURANCE COMPANY (LIMITED.)

NOTICE

IS HERBY GIVEN, that the Undersigned has been appointed Secretary to the above Company, and that Mr. J. S. REDING has been appointed Agent at Shanghai.

By Order,
W. H. RAY, *Secretary.*

tf 797 Hongkong, 22nd May, 1875.

NOTICE.

THE INTERNATIONAL ICE MANUFACTURING COMPANY, LIMITED,

Will be ready to supply PURE CLEAR TASTELESS CRYSTAL ICE AT THE Beginning of June.

MEYER, ALABOR & Co., GENERAL MANAGERS.

775 Hongkong, 20th May, 1875.

NOTICE.

P. & O. S. N. CO.

(STEAM TO SOUTHAMPTON *viâ* SUEZ CANAL.)

COMMENCING with the *HINDOSTAN*, leaving Shanghai with the Homeward Mails on the 30th May, and Hongkong 5th June, the Mail Steamers of this Company will proceed direct to Southampton and London, *viâ* the Suez Canal, until further notice.

A. McIVER, *Superintendent.*

739 Hongkong, 13th May, 1875.

NOTICE TO SHIP MASTERS.

OPIUM AND SPIRITS FARMS IN COCHIN-CHINA.

IN Pursuance of the Ordinances enacted by the Governor, Intimation is hereby given that Ship Masters have to make known at the Harbour-master's or Farmers' Offices, on their arrival in Saigon, any quantity of Opium or Spirits of any kind which may have been shipped on board of their Vessels, failing which they are liable to the Penalties specified therein.

(Ord. 5, Oct., 1871, Art. VII., XVI., XVII.)
( „ 13, Sept., 1873, „ XIII.)

Les Fermiers de l'Opium et des Alcools,
LANHAP & CIE.

Vu le Président du Conseil d'Admon.,
A. SPOONER,

6m 106 Saigon, January, 1875.

NOTICE.

STEAMERS leaving this port requiring COAL, can obtain it from the Undersigned.

W. G. HALE & Co., *Saigon.*

tf 1561 16th September, 1873.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one

FIRST-CLASS RISK,

at Current Rates.

A RETURN OF TWENTY PER CENT. (20 °/) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co., *Agents,*
*Imperial Fire Insurance Company.*

333 Hongkong, 1st March, 1874.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

tf 674 Hongkong, 1st May, 1874.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.

SIEMSSEN & Co., *Agents.*

tf 39 Hongkong, 16th November, 1872.

## Intimations.

FOR SHANGHAI.

THE Steamship

"NINGPO,"

J. M. Rayner, Master, will be despatched for the above Port TO-DAY, the 19th instant, at 4 P.M.

For Freight or Passage, apply to SIEMSSEN & Co.

2d 947 Hongkong, 18th June, 1875.

FOR SWATOW, AMOY, AND TAMSUI.

THE Steamship

"HAI-LOONG,"

Captain Abbott, will be despatched for the above Ports on TUESDAY, the 22nd inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

5d 949 Hongkong, 19th June, 1875.

SEALED TENDERS will be received by the Undersigned on or before THURSDAY, the 24th instant, at Noon, for the Construction of New Drains at the Royal Naval Hospital, Mount Shedwell, according to Plans and Specifications, which can be seen at the Naval Storekeeper's Office.

Further Particulars may be obtained on application.

JOHN BREMNER, *Naval Storekeeper.*

H. M. Naval Yard, Hongkong, 17th June, 1875. [7d 945

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CHAS. H. MORGAN, *Agent.*

1y 944 Hongkong, 18th June, 1875.

ED. CHASTEL,

WINE AND SPIRIT MERCHANT,
17, WYNDHAM STREET.
*Next to the "Daily Press" Office.*

N.B.—Price Lists and Samples on application.

935 Hongkong, 16th June, 1875.

FOR SALE,

JUST ARRIVED BY FRENCH MAIL "AVA."

REEL CHAMPAGNE, Dz. SAINT MARGEAUX & CIE., Qualité extra:—

CARTE NOIRE, Case of 12 Bouteilles, at $15
Do. „ 24 ½-do. „ $16
CARTE BLANCHE, „ 12 do. „ $17
Do. „ 24 ½-do. „ $18

L. THEVENIN, *Sole Agent for China.*

Address for the present HOTEL DE L'UNIVERS.

929 Hongkong, 15th June, 1875.

FOR SALE,

JUST ARRIVED BY FRENCH MAIL "AVA."

FRENCH BOOTS,

NOW READY.

THE CHRONICLE AND DIRECTORY FOR 1875.

THIS Work, in the THIRTEENTH year of its existence, is

NOW READY FOR SALE.

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1875" has been further augmented by a

CHROMO-LITHOGRAPH

OF A

PLAN OF VICTORIA, HONGKONG;

THE

FOREIGN SETTLEMENTS OF SHANGHAI.

A Chromo-Lithograph Plate of the

NEW CODE OF SIGNALS IN USE AT THE PEAK;

also of

THE VARIOUS HOUSE FLAGS

(*Designed expressly for the Work,*)

MAPS OF HONGKONG, JAPAN,

THE

SILK WORM DISTRICTS,

THE

ISLAND OF FORMOSA,

AND OF

THE COAST OF CHINA;

ALSO, THE

NEW CODE OF CIVIL PROCEDURE—

HONGKONG;

besides other local information and statistics corrected to date of publication, tending to make this Work in every way suitable for Public, Mercantile, and General Offices.

The Directory is published in two Forms, Complete at $5; or with the Lists of Residents, Port Directories, Maps, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, or to the following Agents:—

| | |
|---|---|
| *Macao*..... | Messrs. J. P. DA SILVA & Co. |
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| *Foochow*..... | " HEDGE & Co. |
| *Ningpo*..... | " KELLY & Co., Shanghai. |
| *Shanghai*..... | " HALL & HOLTZ. |
| " ..... | " KELLY & Co. |
| *Hankow and River Ports* | " HALL & HOLTZ and KELLY & Co., Shanghai. |
| *Chefoo and Newchwang* | " HALL & HOLTZ and KELLY & Co., Shanghai. |
| *Tientsin and Peking*..... | " HALL & HOLTZ and KELLY & Co., Shanghai. |
| *Nagasaki*..... | THE C. & J. TRADING Co. |
| *Hiogo, Osaka*... | THE C. & J. TRADING Co. |
| *Yokohama*..... | Messrs. LANE, CRAWFORD & Co. |
| " ..... | Mr. C. D. MOSS, *Japan Gazette* Office. |
| *Manila*..... | Messrs. J. DE LOYZAGA & Co. |
| *Singapore*..... | *Straits Times* Office. |
| *London*..... | Mr. F. ALGAR, Clement's Lane. |
| " ..... | GEO. STREET, 30, Cornhill. |
| " ..... | MESSRS. BATES, HENBY & Co. |
| *San Francisco*... | Mr. L. P. FISHER, 21, Merchants' Exchange. |
| *New York*..... | Messrs. S. M. PETTINGILL & Co., 37, Park Row. |

Hongkong, 2nd January, 1875.

The Daily Press

HONGKONG, JUNE 19TH, 1875.

THE firing into and capture of the British steamer *Carisbrooke* has occasioned great excitement in this colony, and given rise to a number of different speculations with regard to what justification can be pleaded by the commander of the *Peng-chao-hai* and the Revenue Commissioner on board for these unusual acts. So far we have heard only one version of the affair, and though we have no reason for doubting its substantial accuracy, it is possible that there is a more sufficient warrant, either in past or present circumstances, for the seizure of the vessel than most people wot of. It is evident that Captain PALMER resorted to extreme measures with great reluctance, and will doubtless plead that he was driven to them by the obstinacy of Captain SCOTT. When Greek meets Greek then comes the tug-of-war, and the saying is most strikingly exemplified in the encounter of the two English commanders. They were both engaged in the fulfilment of a duty, and neither apparently saw it possible, even if he felt inclined, to give way. It naturally seemed to Captain SCOTT that it was his paramount duty to proceed to Hongkong to land his passengers and mails, and then, if requisite, go to Canton to answer for his alleged infraction of the laws of China. To Captain PALMER it doubtless appeared—probably his instructions on the point were positive—that it was an imperative duty on his part to take the *Carisbrooke, volens volens*, to Whampoa to answer for the violation of the Treaty of which her owners and captain are said to be guilty.

It is not now our intention to discuss the legitimacy of the seizure of the *Carisbrooke*. We prefer to wait until a little clearer light is thrown upon the circumstances, until we shall have heard the plea set up by the Custom Authorities at Canton. As far as the terms of the Treaty go it is evident that on the face of it there is full permission accorded to British steamers and ships to enter the port of Kiung-Chow, in Hainan. The words of the Treaty are most definite on the point. But it is certainly a matter of doubt whether this clause is to be regarded as abrogated by the tacit admission on the part of our Authorities that Kiung-Chow is not an open port. Steamers from Hongkong and Singapore have frequently called at Hainan and traded, and this must have been, we should imagine, with the knowledge, if not permission, of the Chinese Customs officials. All this, however, will probably be made clear at the inquiry, which commenced, we believe, yesterday, at Canton. The whole community here will watch with unusual interest the course of this investigation. Issues of great importance depend upon its result, and there can be little doubt that it will lead to a clearer definition of what are really open ports—may possibly end in the British Government insisting upon Kiung-Chow being explicitly declared an open port.

This is anticipating, however, and it will be better, perhaps, to avoid further prognostication. What now chiefly engages our attention in the matter is a point which may appear to some of minor importance. It is said that the passengers on board the *Carisbrooke* who were bound for Hongkong had their luggage searched on arrival at Canton, and all goods liable to duty in that port, but not dutiable in Hongkong, whither they were bound, were seized and confiscated. It is difficult to reconcile this act with any principle of law or equity. It seems to us a flagrant violation of them all. The passengers were bound for Hongkong and not for Canton; their effects could therefore, on no possible pretence, be regarded as destined for Canton. Even supposing the Customs Officials there had reason to believe that these passengers intended ultimately to smuggle the goods into Canton from Hongkong they had still no proof, and therefore had no right to presuppose the offence. This confiscation, if true, and there is small doubt of that, is a high-handed and arbitrary proceeding, for which there is no sufficient justification, and for which it is to be hoped the Canton Authorities will be induced to make compensation. Whatever justification they may have had for the capture of the vessel and cargo, we can find none for the seizure of the passengers' goods, and they may rest assured that they have imported an element of weakness into their case by this illegal and unjust proceeding. It is the desire of this community, we feel convinced, that the course of law and justice should have its way in the whole matter; but this particular act is so utterly irreconcilable with the commonest notions of equity that it can only be regarded with indignation and displeasure.

The Chinese gunboat *Peng-chao-hai* had not left yesterday morning for the West Coast, another boat going instead.

Our reporter writes word from Canton that the inquiry into the seizure of the steamer *Carisbrooke* was to be heard with closed doors. He intended, however, applying for admission.

The departure of the P. M. steamer *City of Peking* is postponed from the 25th inst., at which date she was advertised to leave Hongkong, to the 1st proximo. She is to go into dock to be cleaned.

A Marine Court of enquiry which was to be held yesterday at the Marine Magistrate's Court on the collision between a junk and the P. & O. steamship *Zambesi* on Thursday last was adjourned until to-day at 9 a.m. There will also be an inquest on the body of a Chinese found dead in the vicinity of the sunken junk, and probably another on a body yet jammed in the crushed wreckage.

A most daring robbery has been committed at Messrs. Broadbent, Anthony & Co's. A Chinaman went into the store on Thursday and soon after he left a telescope was missing. On the owners going round the Compradore's shops, who seem to be supplied with second-hand ship's glasses, they found one of them trying the quality of the glass in question. On being interrogated as to how it came into his possession, he produced the man seen in the store on Thursday as the vendor.

Yesterday morning, about 4 o'clock, the great fire bell at the Engine House, No. 5, Police Station, gave the alarm of fire, when all the engines in the colony turned out, with the constables from No. 5 and the Central Police Stations. It was reported that a fire had broken out at some houses in Square street, through burglars breaking in by blowing down the partition work with gunpowder. On the arrival of the police a red powder flask was produced by the inmates, but it was evident that the flask had not contained gunpowder for some time. No smell even of gunpowder was discernible in the place. Upon investigation by the police it turned out that one Pun Awai, a hawker on board the Canton steamer *Powan*, went to the house and slept in the room, and at 4 a.m. yesterday, according to his statement, he got up and saw a girl in the same room, named Lee Tsi Tsoi, smoking, and set fire to the curtain. He asked why she did it, and put out the fire. Mak Akun, a tailor, in the house at the time, said he found the man Pun Awai under the partition blown down with gunpowder as though he had met with an accident. The woman in the same room said the man Pun Awai got up at 4 a.m., and set fire to the curtain wilfully, and tried to choke her, to prevent her from giving the alarm. A rush being made by the police upstairs the man got under the bed to hide. George Barker No. 74 said he found the man under the bed trying to strangle himself with his own queue. The Fire Brigades finding no fire, returned to their stations.

## LATE TELEGRAMS.

### REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

LONDON, 15th June, 1875.

Messrs. Alexander Collie and Co., of London and Manchester, have suspended payment. The liabilities are estimated at three millions sterling.

FRANCE.

Marshal MacMahon has reviewed 25,000 troops.

NEW GRANADA.

A terrible earthquake has occurred at Cucuba (sic) in New Granada. The loss of life has been very great.

## SUPREME COURT.

*18th June.*

CRIMINAL SESSIONS.

BEFORE THE HON. CHIEF-JUSTICE (SIR JOHN SMALE.)

ADJOURNED CASE.

Kwok Acheong stood indicted on a charge of larceny in a dwelling-house.

The Attorney-General (instructed by the Crown Solicitor) prosecuted and said the prisoner was defended. Mr. Hayllar, Q.C., (instructed by Messrs. Caldwell and Brereton) was for the defence, and he was informed by them that Mr. Hayllar was at Canton. Had he been here, he would have applied for an adjournment of the case till the next sessions. He (the Attorney-General) therefore would ask for an adjournment till next sessions.

The Chief Justice acceded to this.

ROBBERY ON THE HIGH SEAS.

Ho Afuk stood indicted on three charges namely:—First, larceny of sums of money on the high sea, on board the P. & O. S. N. Co.'s steamship *Orissa*, on the 27th May. Second, receiving stolen goods on the high sea. Third, receiving stolen goods in Harbour.

The prisoner was undefended.

The following gentlemen comprised the jury:—Messrs. J. Robinson, Nelson Munday, H. O. Bailey, A. Ribeiro, J. S. Nazer, A. G. Morris, and R. F. Addyman.

The prisoner pleaded not guilty.

The Attorney-General said, addressing the jury, that the prisoner stood charged on three counts. It appears that the prisoner was a pantry boy on board the P. & O. steamship *Orissa*, and on the 27th May, when the larceny took place, the ship was on her passage from Yokohama to Hongkong. Mr. Longdale, the second steward of the steamship, at 11 p.m. on that date, after looking over the things in the pantry took note also of the money in his cash box. At 5.30 a.m. on the 28th, Mr. Landale found that the pantry window had been broken and made fast again with a piece of string. A wooden box or locker had been broken open, and a wooden cash box, not locked, containing $66 clean dollars, $54 in notes, two $10 notes, two Japanese boo notes, which were afterwards found on the prisoner, and also ten rupee notes, some jewellery and sovereigns not yet found, abstracted from it. The ship proceeded on to Hongkong, but no person was accused, though the prisoner was suspected and watched. The day before the vessel arrived the prisoner asked Mr. Langdale if immediately on the vessel arriving he could go on shore. He told him he could. The vessel arrived at about 10 p.m. Being dark, the prisoner went to the steward and asked if he would give him a pass. Previous to this the quartermaster at the gangway was told to stop the prisoner or any other Chinese attempting to go on shore, as he was to be searched before leaving. The prisoner was supplied with a pass and went to the gangway, when he was stopped, taken back to the pantry, and most of the missing property found on him. As there was some still missing it was inferred from that circumstance that more than one was engaged in the robbery. It was for the jury to decide on which of the counts they found the prisoner guilty.

Evidence was then taken, which was a repetition of that given at the Police court.

His Lordship then summed up, and said the case was reduced to a small compass. It was evident Mr. Langdale had lost the money, and that it was stolen in a most daring manner from the wineroom and pantry, by probably more than one person who knew the habits of the prosecutor. It would appear that the prisoner had a confederate, who watched while he committed the act. The law made the person who watched equally as guilty as the man who stole.

The jury found the prisoner guilty on the first count.

His Lordship reserved judgment.

LARCENY ON BOARD A STEAMER.

Lo Alan, a steward on board H. M. S. *Kestrel*, stood indicted on a charge of larceny on board on the 11th March, 1875, in the River Min, Foochow.

The prisoner was undefended.

The Attorney-General said Thomas Brand, a marine on board, on the day in question had occasion to go on shore on duty with the only other pantry boy on board and whilst away left the prisoner on board in charge of the pantry. He was robbed of $90 in silver, £25 in gold, a gold locket, two gold brooches, four gold pins, letters, &c. The prisoner went on shore before he returned, taking with him his clothes, and never turned up till found by the Chinese cook of the vessel in Hongkong the other day.

After evidence similar to that given in the Police court, his Lordship summed up the facts to the jury, who returned a verdict of guilty, and sentence was reserved till to-morrow, when the Court will sit to hear the case of the policeman charged with the larceny of a watch from a soldier.

## POLICE INTELLIGENCE

*18th June.*

BEFORE JAS. RUSSELL, ESQ.

BREACH OF THE PEACE.

P.C. Clinton No. 84 summoned the occupant of house No. 4, Gage street, for behaving in a disorderly manner, and annoying the inhabitants in the neighbourhood.

An American female appeared to answer the summons. The prosecutor said there was a brawling noise going on between men and women, singing drunken songs, and ringing a bell for music. He saw several women and told them to make less noise, but they did not do so. One of the women offered him money not to bring the case forward. He indignantly refused it.

The defendant, who said she had a party of friends, was fined $10.

THEFT.

Wong Ashing, a caulker, was charged by the watchman at the Kowloon docks with stealing some copper nails.

The prosecutor proved the theft. Prisoner was sentenced to seven days' hard labour.

DISTURBANCE.

Yip Asut and a woman named Lu San Ho, were charged with fighting and creating a disturbance at the Ko-shing Theatre.

The first prisoner was fined $1, and the second was discharged.

UNRECOGNISED WHARVES.

Kwok a I, a boatman, was fined $1 for carrying passengers from the P. and O. coal wharf at 10 p.m.

A THREE-FOLD CHARGE.

Chan Ayun, a tailor, was charged with assaulting Pun Awai, hawker, on board the Canton steamer *Powan*, attempting to set fire to brothel 34, Square street, and also with attempting to commit suicide.

After some evidence given the case was remanded until the 24th instant.

## MARINE MAGISTRATE'S COURT.

*18th June.*

BEFORE J. P. MCEWEN, ESQ. (ACTING MARINE MAGISTRATE.)

THE "NANKIN."

Thomas Welsh and John Stone, firemen on board the British steamer *Nankin*, were charged with being absent from their ship without leave on the 17th instant.

Montague Brace, Captain of the *Nankin*, said the first defendant was out of the ship without leave on the 17th. The second defendant went on shore on the evening of the 16th, and neither returned on board until last evening. He had several times had to complain of the first defendant.

The first defendant said the second engineer gave him leave until 7 o'clock on the morning of the 17th, but he did not return until 9 o'clock last night.

The second defendant made the same defence.

The first defendant was sentenced to seven days' imprisonment with hard labour, and the second defendant ordered to forfeit two days' pay.

THE "OSAKA."

Charles Jennings and Bruce Thompson, ordinary seamen of the British bark *Osaka*, were charged with refusal of duty on board on the 18th inst.

George A. Lonsdale deposed: I am chief officer of the *Osaka*. The defendant Jennings refused duty this morning at 7 o'clock. I have several times since ordered him to go to his work, but he always refused, stating he would rather go to prison than go to his duty. He was also told by the Captain to go to his work, but he would not.

Robert Lowe said: I am master of the *Osaka*. The chief officer reported to me at 7 o'clock this morning that the defendant Jennings had refused to go to his duty. After breakfast, at about a quarter to 9, I called him aft, and asked him if he would go to his duty, when he refused, stating he would rather go to gaol. I gave him half-an-hour to consider over it, and I then sent the chief officer to ask him if he would go to his duty, but he still refused. I then gave him in charge on board the Water Police Station hulk. The second defendant (Thompson) has been absent from the ship from the 3rd to the 16th, without leave. He refused duty on the 1st; I asked him on the 2nd to go to his duty, he refused; on the morning of the 3rd I again called him aft and asked him if he were going to his duty, but he still refused. I then told him I gave him forty-eight hours to consider over it, and if he did not go to his duty I would give him in charge. In the course of the day he left the ship and took all his effects with him. On the 16th he returned, and the same evening refused duty, and again this morning at 9 o'clock.

The first defendant had nothing to say.

Thompson stated that he did not want to stop in the ship and work for nothing. He had been reduced to an ordinary seaman on the passage from England, his wages now being £2 5s. instead of £3 5s. He was fined by the British Consul at Bangkok $14.20 for desertion.

Jennings was sentenced to 14 days' hard labour, at the order of the Captain, and fined two days' pay; Thompson was condemned to one month's hard labour.

OBSTRUCTION.

Ho Afat, master of Kwang Hop junk, Chun Akai, master Kim Yik junk, Pang Asangh, master of Kum Sing Li junk, Lun Aming, master of Soon Hing junk, Tso Awan, master of Chung Wo junk, Foong Tao Min, master of King Li junk, Ho Asbing, master of Sheong Tai junk, and Wan Afat, master of Shun Loi Hing junk, were charged with causing an obstruction in the steamers' fairway, on the 18th instant.

William McClellan stated: I am Inspector of junks and cargo-boats. Yesterday afternoon, I went afloat, and found six licensed junks, and two unlicensed, anchored in the steamers' fairway. I ordered them to remove from there into their proper anchorage. They did not do so. This morning, I found them in the same anchorage as before. I then took them in charge and handed them over to the Water Police. I have continually to warn junks from anchoring in the fairway, and they give a great deal of trouble before I can get them to move.

The first defendant stated that his junk was anchored with the others, and that he has now moved his to the proper anchorage.

The second defendant said that he was loading cargo and there were so many junks on the way he could not move.

The third defendant stated that his junk was lying near the *City of Peking*, and he intended leaving this morning.

The fourth defendant stated that his junk was in the fairway and that he moved his vessel at 9 o'clock last evening.

The fifth defendant asserted that he tried to get out of the fairway as quickly as he could.

The sixth defendant stated that his junk arrived this morning at 4 o'clock, and he did not know he was anchored in the fairway. He had been here many times before.

The seventh defendant said that his junk was amongst the others, but the wind being strong she drifted into the fairway.

The eighth defendant stated that his junk arrived last night, the tide drifted him into the fairway, and he moved his junk to the proper anchorage this morning.

They were fined $5 each, in default, seven days' imprisonment.

The fines were paid.

## AMERICAN CLIPPERS AND THE TEA TRADE.

Our remarks last week upon this subject have already attracted marked attention, and we have been advised of a fact which seems to us of some considerable importance, which is, that the tea carried by rail is seriously injured, by reason of the constant and violent jarring it receives. Hence, in some instances, fine grades of tea are so "powdered" by this motion that their value is considerably depreciated. The uncertainty of any fixed tariff of freight over the existing rail route is a serious drawback to the importer, and he much prefers to have the tea-clipper again on the route. It is estimated that when the cost of handling, transhipment, and the injury to the tea is taken into account, that it will be cheaper, in the end, to ship tea by clipper than by the rail route. Wooden tea-clippers can now be built at a very reasonable figure, and it would seem as if the investment would be a good one. As the matter now stands, the steam routes are a monopoly which, to say the least, is a dangerous one, and one which will, sooner or later, drive our tea into foreign bottoms, via Suez Canal. There is some interest at stake, even if there be no patriotism in the matter, and we do not despair of seeing, within a reasonable period, the launching of a large fleet of tea-clippers. There is a grand opportunity for our merchants to go in and win, with clippers against steamers, in this trade.—*Nautical Gazette*

## REAR-ADMIRAL A. P. E. WILMOT, C.B.

The following is a very brief summary of the services of Rear-Admiral Eardley Wilmot, C.B., who now, owing to age disqualification, has been placed on the Retired List of Flag Officers:—

Rear-Admiral Wilmot entered the Royal Navy in 1823, from the Royal Naval College, and served in India and China; was present at Canton at the first outbreak of the Chinese in 1831; employed in the operations of the Siamese against the Malays, and was present at the capture of Quidah, their stronghold in the Straits of Malacca. Returned to England in 1832, and was midshipman of the *Asia* at Lisbon during the civil war between Don Carlos and Don Pedro. Passed his examination in 1834, when in the *Hastings*, flag-ship of Sir W. Hall Gage. Served as mate in the *Acheron* for four years on the South American station, and visited all the islands in the Pacific. Was promoted to the rank of Lieutenant while in the *Castor*, and appointed to the *Powerful*, and was present at most of the operations on the coast of Syria, for which he received a medal. Went to China as first lieutenant of the *Wolverine*, and was present at the latter operations of the first Chinese war. Was appointed flag-lieutenant to Sir W. Parker, Bart., in China. Again held the appointment of flag-lieutenant to Sir W. Parker in the Mediterranean and Channel Fleets. Was made commander of the *Hibernia* in 1847, and shortly afterwards appointed acting captain of the *Spartan*, as senior officer on the coast of Syria, from which he was transferred to the *Superb* as commander. Then to the *Harlequin*, on the West Coast of Africa, where he made many important treaties with the natives for the suppression of the slave trade. Led the boats of the squadron on the first attack of Lagos. Was promoted to the rank of captain April 29th, 1854, and served as a volunteer in the Baltic Expedition, and at the capture of Bomarsund. Commanded the *Sphinx* at the bombardment of Sebastopol, and was present at all the operations in the Crimea. Was the first man who landed on the beach in the Kertch Expedition; was engaged several times with the batteries at Kinburn. Superintended the embarkation of the Turkish Army from Varna, Baljik, and Sizopolis, which landed at Eupatoria, and defeated the Russians at that place. Is author of the "Boat Signal Book" and "Sail Signals," used in the fleet. It is said that the defeat of his army at Eupatoria grieved the Emperor of Russia so much that it was the primary cause of his death. Was made a C.B., July 5th, 1855, and received the 4th Class of the Medjidie, with medals for the war. Was next appointed to the *Nile*, flagship, at Queenstown, and commanded that ship and the *Sanspareil* on the coast of Ireland. Was selected by the Foreign Office to proceed on a mission to the African coast and Dahomey, with a view to the final suppression of the slave trade, Nov. 28th, 1861. In Aug., 1862, went out to West Africa again as commodore commanding the squadron, and by establishing a close blockade of the coast succeeded in effectually stopping the slave trade. Visited the King of Dahomey, in his capital of Abomey, in 1862-63, and was the means of restoring confidence between the British Government and the King. Was well received by the Bashorun and his people when he went to Abeokuta in 1863, and was the means of reopening the trade between that place and Lagos. Made some treaties with the chiefs in the North. Returned to England, February 5th, 1866, and was made Queen's Aide-de-Camp the same month. Was chairman of the committee employed on the coast defences, as well as of that on the ventilation of the ships of the Royal Navy. Was superintendent of Deptford Dock and Victualling Yards from April 10th, 1866, till April 1st, 1870, when he was promoted to be rear-admiral. Was appointed to the *Agincourt* as second in command of the Channel Squadron, Oct. 3rd, 1870, and struck his flag on board the vessel Aug. 25th, 1871.—*Army and Navy Gazette.*

One of the oldest of the Church societies, the Prayer-book and Homily Society, which was established in 1812 for the distribution of the Church of England formularies and other works set forth by authority, is, it is stated, about to be dissolved.

EXPORT CARGOES.

Per steamer *Zambesi*, for London, &c:—

FOR LONDON.—1,298 bales Raw Silk, 11 cases Silk Piece Goods, 16,872 boxes Tea, 7,756 half-chests Tea, 1,179 chests Tea, 5 pkgs. Tea, and 5 bales Wool.

FOR CONTINENT.—1,433 bales Raw Silk, 90 half-chests Tea, and 7 pkgs. Tea.

FOR NEW YORK.—288 half-chests Tea, and 536 pkgs. Tea.

EXCHANGE.

| | |
|---|---|
| ON LONDON.— | |
| Bank Bills, on demand, ..... | 4/1½ |
| Bank Bills, at 30 days' sight, | 4/1½ to 4/1¾ |
| Bank Bills, at 6 months' sight, | 4/2½ |
| Credits, at 6 months' sight..... | 4/2½ |
| Documentary Bills, at 6 months' sight ..... | 4/2½ |
| ON BOMBAY.—Bank, on demand | 227½ |
| ON CALCUTTA.—Bank, on demand | 227½ |
| ON SHANGHAI— | |
| Bank, sight ..... | 72½ |
| Private, 30 days' sight ..... | 72½ |

SHARES.

Hongkong and Shanghai Bank Shares—$26 per cent. discount.

Union Insurance Society of Canton, new shares—$50 per share premium, nominal.

China Traders' Insurance Company's Shares—$330 per share.

China and Japan Marine Insurance—Tls. 92 per share.

Chinese Insurance Company,—$108 per share.

Hongkong Fire Insurance Company's Shares—$492½ per share.

China Fire Insurance Company's Shares—$142 per share.

Victoria Fire Insurance Company's Shares—$150 per share.

Hongkong and Whampoa Dock Company's Shares—45 per cent. discount.

Hongkong, Canton and Macao Steamboat Co.'s Shares—1 per cent. discount.

Shanghai Steam Navigation Company—Tls. 74 per share.

Hongkong Gas Company's Shares—$75 per share.

Hongkong Hotel Company's Shares—$55 per cent. discount.

SALES ON JUNE 18TH, 1875.

*As reported by Chinese.*

*Vermicelli*, 20 bags, at $6.20, by Chew-toong to travelling trader.

*White Sugar*, 100 bags, at $6.20, by Tai-foong-shun to travelling trader.

*Gypsum*, 300 piculs, at 95 cents, by Kwong-tock-wo to travelling trader.

*Mushrooms*, 10 cases, at $44.00, by Kwong-tock-wo to travelling trader.

*Wood Oil*, 50 packages, at Tls. 5.9.2.0, by Kwong-tock-wo to travelling trader.

*White Wax*, 6 pieces, at $83.00, by Kwong-tock-wo to travelling trader.

## NEWS FOR THE ENGLISH MAIL.

THE "PALL MALL GAZETTE" AND THE HONGKONG BLOCKADE.

Another Daniel has come to judgment on the question of the blockade of this port by Chinese Customs cruisers. In an article headed "Our Rights and Duties in China," the *Pall Mall Gazette* reviews the Blue Book on the subject, and draws the usual deductions which might be expected from want of knowledge. It takes it for granted that the Hongkong community are influenced solely by mercenary and interested motives, that Her MAJESTY's Consul at Canton must be right in his conclusions, and that Lords DERBY and CARNARVON are men of unfailing sagacity and judgment. Having formed this comfortable conviction, it proceeds to comment from their point of view on the reprehensible conduct pursued by the merchants of this colony in wishing to perpetuate a state of things whereby Hongkong is made "the basis of smuggling operations against which no power of repression or self-protection on the part of the Chinese can avail without the loyal co-operation of our own Government." According to the *Pall Mall*, the residents of Hongkong are utterly devoid of right feeling in the matter; they care nothing about the smuggling so long as the course of trade is not interfered with. It broadly states that they are actuated by sheer selfishness and a complete disregard of international duties. All the difficulties between Great Britain and China in the past are laid at their door. British merchants are accused, too, of having always held language of this import: "With smuggling we have nothing to do. We sell our goods to the Chinese, and if they smuggle that is not our affair." What right has the *Pall Mall Gazette* to put such words in the mouth of the Hongkong merchants we should like to know? It is a foul and deliberate libel upon a community who are quite as anxious for the suppression of smuggling as their respectable but ignorant critic and aspersor. It is perhaps hardly worth while to confute its statements, for there is really nothing fresh or striking in them; but it may be as well to notice one or two points on which it lays stress.

The *Pall Mall* institutes a comparison by fancying the Isle of Wight in the possession of France or the United States, and Cowes converted into a free port, from which goods could be poured into the country by "a swarm of bold and adventurous smugglers." It considers it very doubtful "whether any British Government would willingly submit to a perpetuation of the evil." There is no doubt at all that in such a case the British Government would look very sharp indeed after its Customs Revenues; but it is also very unlikely that there would be the same abuses of power to complain of. The Home journals too frequently forget, when writing on Chinese questions, that the circumstances are wholly different from what they would be if China was a Western and Christian state. China is at best, but a semi-civilised power, not at all remarkable for keeping good faith with foreigners; known to be hostile to them and to their admission into the Empire; unwilling to recognise them as equals; and desirous at every turn to overreach and betray trust. The Chinese system of levying and collecting taxes and duties is also essentially different from that prevailing in the civilised countries of Europe; and the corruptness of officials, the arbitrary powers with which they are entrusted, and the exactions under which Chinese commerce is laid, render the case wholly different to the one supposed by the *Pall Mall Gazette*. What is alleged by the Hongkong mercantile community is not that the Chinese Authorities have no right to collect their customs duties, but that they have no right, under pretence of doing so, to levy a second contribution, after duty has been paid at one port, and failing the payment of this squeeze, to confiscate the vessel and sell it at Canton. They further declare that it is desirable the Customs revenues should, instead of being farmed out by the Provincial Authorities to an individual as at present, be placed under an Imperial official. By the present system the Hoppo of Canton is enabled to divert some of the revenues that should reach the farmer of Customs at Fohkien. The whole system as at present managed is prolific of wrong and injustice, and to its vicious operation must be chiefly ascribed the irritation and difficulties that have arisen between the English and Chinese Authorities.

We have already remarked on the question of the advisability of allowing a Chinese Consul to reside in Hongkong. We believe that it would not prove a solution of the difficulty. If a native were appointed his advent would be regarded with unbounded distrust and alarm by the Chinese residents, and there is every reason to fear he would be able to exercise a dangerous degree of influence over them. The Chinese would not be likely to place confidence in a foreigner if appointed, and nothing would be gained by it, while the Canton Authorities might regard it as a concession extorted from British fears, and proceed to further and more aggravated interference with the commerce of the port. It is in the highest degree absurd to talk about our rights and duties to a friendly power. There is no question that the Chinese Government look upon our location on this island as an evil and in some sense an affront to the occupant of the Dragon Throne; and that in spite of the advantages that have accrued to them through the trade with the Barbarians, they regard our presence in the ports with a jealous eye. It is impossible for the British Government to treat China as an equal and a civilised power while she entertains such opinions and ideas. And until she ceases to regard us in this light, it is idle, nay it is most mischievous, for English journals to write in the strain adopted by the *Pall Mall*. It is calculated not only to weaken the influence of this Colony, but to impair the prestige of Great Britain in the East. But it is all of a piece with the policy pursued by the Imperial Government out here. No matter what insults are levelled at, or what injury inflicted upon, her merchants in this part of the world, they are told to bear it, and not give cause for more. They are, in fact, told they have brought it upon themselves and must abide the consequences. It is certainly rather hard to have the word of the Chinese taken before one's own. A day may come, however, when the folly of such unbounded trust will be most effectually demonstrated. British officials in the East are growing strangely credulous in these days; they seem to think Orientals are as frank and trusting as themselves; they may wake up bye-and-bye to find they have been bamboozled and befooled.

## A CHINESE REFORMER.

Oppression and extortion by officials are so prevalent throughout the Empire of China that it is always refreshing to hear of an exception to this too-general rule. It is rarely indeed that Chinese officials set themselves earnestly to the work of correcting abuses and redressing grievances. When, therefore, such a *rara avis* as a Chinese reformer is discovered he is certainly deserving both of notice and approval. It is with satisfaction that we learn, through a correspondent of the *Celestial Empire* at Moukden, that the new Governor of Manchuria has inaugurated his rule by a series of vigorous measures against the birds of prey of all degree in that robber-ridden province. Bribes can no longer purchase liberty or life; justice moves so swiftly and surely upon the robbers that there is every prospect of their system being speedily extinguished. A magistrate guilty of leniency towards them renders himself liable to punishment; one official at Chinchow has lost his head for accepting a bribe from robbers and releasing them. Another is in prison simply for not having shown sufficient severity towards these desperadoes. Further than this, this energetic Governor, acting on the principle that "prevention is better than cure" has not hesitated to put to death a noted gambler in Moukden, because "men become robbers only when by gambling they have lost everything." All professional gamblers have, in consequence, fled from the city, and gambling is now practically unknown there.

These measures are harsh and merciless but a sharp remedy was undoubtedly needed, and though the cruel violence of the sentence is revolting to Western and Christian ideas, the Governor of Manchuria at least deserves credit for good intentions. He believes in terror and practises it. He acts up to his lights. He sees a poor and peaceful population the prey of a numerous and formidable horde of thieves, and he considers that the latter should be extirpated by any means, and at any cost. He knows that gambling is a fruitful source of crime, and he has no compunctions in nipping that vice in the most summary manner. His notions of justice are very different to ours, and it is not perhaps fair to blame him for cruelty when his object is the common weal. The following case, however, certainly appears rather a stretch of power, and though possibly dictated by the same principles, is to be regretted, as calculated to hinder rather than forward his efforts to purify the moral atmosphere of the province. "At Sin-men-twun there was," says the *Empire's* correspondent, "a Sung-sü, an army official of the sixth button. This man had, *proprio motu*, retired from the army and spent his days and nights in gambling. The Governor hearing thereof sent an order to General CHANG, come from Chihli to extirpate the robbers, to seize and forward SUNG to Moukden. The order was speedily executed, and so was SUNG on arrival at Moukden, without any trial whatever." It is never justifiable to sentence a man without a trial, and it was clearly an unwarrantable exercise of power on the part of the Governor, and somewhat, it must be confessed, tarnishes his fame as an administrator.

But if he shows himself relentless to ill-doers, he is attentive enough to complaints against high officials, which are being made in great numbers. Such is the fear of the mandarins entertained by the people, however, that these accusations are all made anonymously, and it appears that many are nightly thrown over the Yamen walls attached to stones. The Governor is said to act upon this anonymous information and investigate every case. As may be expected, a good deal of apprehension exists among plundering officials, while hope is high among the petitioners. Mercy seldom seasons justice in China, or, if it does, it is in homœopathic doses, and until the people know more of Christianity and of the higher civilisation of Western nations it is, we suspect, vain to expect them to practise it. It is true that a good deal of leniency is frequently shown, and not rarely to criminals who have in no sense deserved it; but it is purchased in almost every instance. There are few officials in China, it is to be feared, whose hands have not been soiled with bribes, and who have not been privy to many gross miscarriages of justice. The Governor of Manchuria seems to have determined to sweep away the reproach of corruptness from that province. He has commenced the work with a strong hand, and without a shade of tenderness for the law-breakers. He has only followed the traditions and practices of all Eastern countries in thus executing swift and sudden vengeance on the enemies of order, and though we cannot altogether applaud the means he has chosen to secure it, we most cordially approve the end he has in view.

## PROGRESS OF MEDICAL SCIENCE IN JAPAN.

European medical science is so vastly superior to that of any country in the East that wherever the Western physician sets foot in Asia the fact is speedily acknowledged, and the benefits arising from the skill of English doctors gladly accepted. In China while Europeans generally are at best regarded with coldness, and ordinary missionaries only tolerated, the Medical Missionaries are always warmly welcomed. The Chinese evidently, however, respect the latter more in their capacity of healers of the body than of healers of the mind. They repose unlimited confidence in the skill of the English doctors, flock to the hospital, and submit, without hesitation, to any operation, however painful, that may be declared necessary. The native doctors are merely quacks, and know positively nothing of surgery; hence the Chinese place unbounded confidence in the clever and accomplished foreigners who have given so many and varied proofs of their skill and learning.

In Japan a similar state of ignorance of surgery and of the science of medicine prevails among the natives. The Japanese readily admit the fact and are anxious to remedy their deficiencies. They recognise most fully the superior merits of the European system, and have endeavoured to get it taught to native students. Dr. WILLIS, who has resided thirteen years in Japan, the last five of which have been spent in Kagoshima, as a teacher of medicine and hospital doctor, has lately gone home on leave. Before departing, he addressed a letter to OYAMA KARANOSUKE, the Governor of Kagoshima, setting forth his experience, and stating the results of his work in that yen. He reports that his efforts to impart to his pupils some knowledge of European medicine have not been fruitless, and that on all sides he has had satisfactory evidence of a growing belief on the part of the public of that province in the benefits derivable from foreign medicine in the treatment of disease. Up to the time of Dr. WILLIS's departure fifteen thousand persons had been treated either as in or out patients of the hospital. About one hundred and fifty pupils attended the school and hospital, and these include a considerable number from other provinces and islands. Several members of the hospital staff have been detached to establish similar institutions beyond the boundaries of Kagoshima, and many of the former pupils of Kagoshima hospital school now occupy advanced positions in the naval medical service of their country.

It will be apparent, therefore, that the institution of which Dr. WILLIS has been the guiding spirit and controlling genius is spreading its ramifications through the MIKADO's dominions, and will, ere many years have elapsed, revolutionise the practice of medicine there. A strong proof of the aptitude of the Japanese to learn is afforded in the circumstance that Dr. WILLIS has confided the direction of the institution, during his absence, to one of his pupils, Mr. MIYAMURA HAJIME, and says that he does so with great satisfaction and confidence. The best results may be looked for from the readiness with which the Japanese embrace the opportunities of learning from Western nations. Through ignorance of medical science there has hitherto been much sickness and suffering among them that was susceptible of mitigation, and the rate of mortality is much higher than climatic causes warrant. Sanitary laws have been almost altogether neglected, and when an epidemic breaks out in one of their thickly populated cities it is certain to travel with great rapidity and claim a host of victims.

With increased knowledge of medical science, however, comes a more intimate acquaintance with sanitary laws, and already in Kagoshima some important changes and improvements have been made, owing chiefly to Dr. WILLIS's suggestions. Greater attention is paid to cleanliness,

the vessel, under his own command, to Hongkong. After the Captain of the *Carisbrooke* had been told that he was breaking the law of China, Captain Palmer asked him if he would allow the chief officer and three European quartermasters of the *Peng-chao-hai* to go on board the *Carisbrooke* to represent the Chinese Customs Authorities. Capt. Scott replied that he would, and shortly afterwards these men went on board the *Carisbrooke*. Capt. Scott then gave orders that they were to be made as comfortable as circumstances would permit, as the *Carisbrooke* was crowded with passengers. Captain Scott then wrote a note to Mr. Brown asking him if the Hainan passengers could land, and he replied that they could, provided that the boats first went alongside the *Peng-chao-hai* to have their luggage searched. Shortly after this all the Hainan passengers left the ship, and Captain Scott told them to go alongside the gunboat before going on shore. When all the passengers had left the *Carisbrooke*, Captain Scott gave orders to get under weigh, which was accordingly done, the *Peng-chao-hai* getting under weigh at the same time. This was about half-past ten o'clock in the morning. As the course from Chin-lan to Hongkong and Whampoa is the same after the Taya Islands are cleared, both vessels were steering near abreast till about two o'clock in the afternoon. At this time the Captain came to the conclusion to proceed direct to Hongkong and land the passengers and mails, and bring the matter before the authorities there. Late in the afternoon, the *Peng-chao-hai* signalled to the *Carisbrooke* to alter her course, at the same time telling her to follow the gunboat. Captain Scott answered that he could not do this, that he was bound to Hongkong, to land his passengers and mails, and that after doing this he would then, if it was necessary, go to Whampoa to answer for his actions. He then shaped his course direct for Hongkong. The whole of Saturday night the *Peng-chao-hai* followed closely in the wake of the *Carisbrooke*. On the following morning (Sunday, the 13th) at six o'clock the *Peng-chao-hai* sheered close up alongside the *Carisbrooke*, and signalled the latter to steer N.E. by N. Captain Scott replied that he could not do so. He was then asked to follow them. He again answered that he must proceed to Hongkong to land his passengers and mails. They then signalled him again to announce that they would be compelled to use force if he did not follow them. He rejoined that if they did so it was on their own responsibility, and not his. They once more requested him to accompany them, but he still refused. Captain Scott was then told that he was not acting honourably, and asked if he would stop his ship and allow a boat to come alongside. He answered that he would not; they had already boarded the *Carisbrooke* and placed their representatives on board; and that he was now going to proceed to Hongkong. The *Peng-chao-hai* then fired at the *Carisbrooke*. The first shot appeared to be blank, but the second was supposed to have taken some effect. Thinking of the lives of his passengers, and finding that the ship had made two feet of water aft, he requested the Captain of the gunboat to come a little closer, and said that he wished to speak to him. The *Peng-chao-hai* then came nearer and he told Mr. Brown and Captain Palmer that he would not follow them to Whampoa, but that he would give up the vessel to their control if they persisted in demanding it, sooner than risk the lives of those on board and the safety of his vessel. Captain Scott asked them at the same time to write him a letter stating that they had taken possession of the *Carisbrooke* and her cargo. They acceded to this request, and Captain Scott gave up the *Carisbrooke* to Mr. Brown in about Lat. 21.29 N. Long. 113.26 E., Cowlan Island bearing N.N.W., Wyoamp W. ¼ N. This was at half-past eight in the morning. The *Carisbrooke* has sustained serious injury, although to what extent it is difficult to say until a survey is made.

It is reported that the Chinese gunboat *Peng-chao-hai*, after leaving the S. S. *Carisbrooke* at Canton, came down the river again, and was seen the same evening, with another gunboat in her company, dodging about near Green Island. A large junk coming up from the West Coast was pounced on before she could get into Hongkong waters. The junk showed fight, but was captured and taken to Canton. Two *Peng-chao-hai* was again to leave on the 16th inst. for the West Coast to search for the steamer she intended to meet at first, the *Pearl*. It is also rumoured that H. M. S. *Egeria* has gone down to watch the actions of the *Peng-chao-hai*, and a gunboat from Singapore has been sent up in company with other steamers cleared for the Treaty port of Hainan and for Hongkong.

## VICTORIA FIRE INSURANCE CO. OF HONGKONG, LIMITED.

An extraordinary meeting of shareholders in the above Company was held at the office, Queen's Road, Hongkong, on the 8th instant. There were present:—Messrs. André, (chairman), E. D. Sassoon, Heyllar, Q.C., Sands, J. Greig, Kerberg, C. P. Chater, McCulloch, A. H. Chinoy, Middleton, Anton, Lundstein, J. T. Chater, Sandeman, Joost, Hancock, Ellwell, and Head.

The notice calling the meeting having been read,

The CHAIRMAN said the business before the meeting was the confirmation of the minutes of the meeting held on the 29th ultimo, when it was agreed to wind up the Company.

Mr. HEAD (secretary) read the minutes of last meeting.

The CHAIRMAN then moved that they be confirmed.

Mr. MIDDLETON seconded and it was carried.

The CHAIRMAN then said, on behalf of the liquidators, that an arrangement had been come to whereby the Hongkong and the China Fire Insurance Companies had agreed to take over the business of the Victoria on very favourable terms. As soon as the accounts were ready, they would be laid before the shareholders at a meeting which would be called for that purpose.

Mr. MIDDLETON asked if the register would be kept open for transfers.

The CHAIRMAN said the liquidators had the power to keep it open, and it would be kept open till they closed it.

The meeting then terminated.

## TRAGEDY AT FOOCHOW.

The *N. C. Herald* publishes an extract from a private letter from Foochow in which there is some additional information. According to this correspondent not one but two or three snake boats went alongside the *Douglas* on the night of the murder of Mr. Blacklock. The writer also states that the smugglers have offered $600 for Le Bretton's head, $400 for that of a friend of his, and $5,000 for Captain Bisbee's, the harbour-master.

Mr. Le Bretton, who, says the *Herald*, is now in Shanghai, confirms the statements contained in the above letter, and says that, on its becoming known that Tls. 500 were offered for his life, Mr. Hart considered it prudent to send him away as soon as possible, although he protested against it. He adds that the boy captured by the smugglers out of the sampan was kept captive until the day after Blacklock was shot, when he was sent back to his parents unharmed. He says the smugglers questioned him a good deal, and asked him if he thought if Le Bretton were taken, he would pay the value of the opium he had seized, $1,600, as a ransom. The instructions given by the Viceroy to the Tetai commanding the 3,000 troops sent to guard the Custom-house and punish the smugglers, were to destroy their village, and convert the site into paddy fields. No news of this having been done had, however, been received when the *Dragon* left. Before the arrival of the troops, the Arsenal authorities despatched Mr. Harwood, the instructor of gunnery, with twenty armed sampans of the Chinese corvette *Yanghoo*, and nine Mandarin gunboats, to assist in protecting the Custom-house, an attack on which was hourly expected. On the same night as the affray between the snakeboats and the *Douglas*, ten or twelve other snakeboats were seen making for a waterpass, a sort of wide creek, leading up to the smugglers' village, and it was openly stated to be their intention to muster 1,000 men, and then return to the attack of the Custom-house. They ascertained, however, the precautions taken for its security and deferred their intention, the arrival of the soldiers afterwards effectually putting a stop to it. That the promptitude with which the troops were despatched to the scene prevented further bloodshed seems beyond doubt, for on the afternoon following Mr. Blacklock's death, a strong party of the smugglers occupied a small village in the rear of the Custom-house, and to this place messengers were sent to borrow spears from the villagers to help in the defence of the building. The villagers were, however, too much afraid of their formidable visitors to lend the spears, and the messengers returned in haste to report the failure of their mission and that the village was occupied by the contrabandists. Their presence there was evidently to create a diversion by falling on the rear, while the real attack was made in front. Another incident tends to show that the whole affair was premeditated. On the night of the fatal occurrence with Blacklock, a great disturbance was heard at the back of the Custom-house, and Mr. Sanderson, tide-surveyor, and Mr. Stevens, examiner, who were on duty, went to see what it was about. It ceased as suddenly as it commenced, and on their return, they heard the reports and saw the flashes of the revolvers alongside the *Douglas*. The disturbance was beyond doubt got up to distract the attention of the officers from the snake-boats just on the point of setting out for the ship. In addition to the snake-boat that closed in with the *Douglas*, two others lay a little distance off, and in the nearest creek were several others, all full of men, and armed. What the precise object of the attack on the ship was, can only be imagined.

## THE "FUSING" COLLISION CASE.

The case of the "steamship *Fusing* v. the steamship *Ocean*," was again before Sir Edmund Hornby at the Supreme Court on the 10th inst., for the purpose of hearing arguments on an application on the part of the plaintiffs to amend the petition by altering the opening paragraph as follows:—"The petition of Tong King-sing, of Shanghai, merchant, on behalf of himself and others, owners of the Chinese steamship or vessel called the *Fusing*, and of the cargo on board thereof, and of the master and crew thereof, and of the passengers thereon, for their money, clothes, and private effects."—Messrs. Wainewright and Hannen, for the *Ocean*, opposed the application, but after an hour's argument, consented to accept the amended petition on condition that the answer should be also be amended, as subjoined:—In clause 5, by the addition of the words, "The *Ocean* herself sustained extensive injury by reason of the said collision;" and in clause 9, "The owners of the said steamship (*Fusing*) are Chinese, and are not within the jurisdiction of the honourable Court."—The pleadings being thus amended, the next question to be argued was whether the words, "and of the master and crew thereof, and the passengers thereon (the *Fusing*) for their money, clothes and private effects," should be inserted in the decree of the Court, on the further application of Messrs. Drummond and Eames on behalf of the plaintiffs.—Mr. Hannen, *contra*, contended that no case whatever had been cited on the other side, showing that the officers, crew and passengers, were entitled to any remedy in a case where both ships were held to blame. He had taken care to look into the cases bearing on the point, but there was not a single case in any of the books which made the concession in favour of the officers and crew, where both ships were to blame, and with regard to the passengers they must be dealt with by Common Law, and not by Admiralty Rule. In support of this contention, he referred the Court to a number of cases. Mr. Drummond, in reply, said the real point of the case seemed to be that there were four parties concerned—the owners of the *Fusing*, the owners of cargo, the passengers, and the officers and crew. The application now made was that the owners, the passengers, and crew should have their damages added together and entered in the decree to go before the Registrar and Merchants. If the owners of the cargo were entitled to recover by Admiralty Rule, he contended that the passengers, who stood in similar relation to the ship, were equally entitled, and that these claims must be settled by Admiralty Rule, and not by Common Law. With respect to the crew, they were in the same position as the owners of the ship. The gist of the whole question was as to the contributory negligence of the plaintiffs; for contributory negligence, although a bar at Common Law, was not so in Admiralty. He submitted the the decree should be settled in the way he had now presented it to the Court, when any question arose upon it could come on at a future stage—on appeal, perhaps, from the Registrar and Merchants. At the close of a lengthy, but entirely legal argument, the Court took time to consider the points raised.—*N. C. Daily News.*

## THE STEAMER "IRON PRINCE."

On the 9th inst., in the Supreme Court, Shanghai, before Sir Edmund Hornby, an unusual case was heard—"Norman Hill v. E. A. Reynolds." It was a claim, in equity, for settlement of partnership account in one-fourth share of the steamer *Iron Prince*. The circumstances upon which the suit was based occurred so far back as the years 1862 and 1863, and the plaintiff and two witnesses being now resident in England, a commission was issued to take their evidence for transmission in the usual way to Shanghai. The present suit was commenced in September last, Mr. Wainewright appearing for the plaintiff. Mr. Eames was retained for the defendant only on the 5th instant. The plaintiff in his petition alleged that in July, 1862, the defendant and himself purchased from Adam Scott & Co., of Hongkong, a moiety or half-share of a small auxiliary screw steamer, of which Scott was sole owner, for $12,000. The plaintiff and defendant each paid half the purchase money in equal shares, whereby each of them became the owner of one-fourth part of the steamer, the object of the purchase being a resale at a profit. Scott retained the other half-share. A large sum was expended in repairs, and it was afterwards resolved to sell the vessel if possible in Nagasaki, to which port she was sent for that purpose. She waited for some time in the vain hope of finding a purchaser, and then returned to Hongkong. The defendant went with the vessel to Nagasaki, his name having been substituted for that of the plaintiff in the register, as sole owner. On her return to Hongkong, the vessel was restored to the management of Scott. The plaintiff left Shanghai for England, on the 9th of December, 1863, and before leaving settled all accounts with respect to the vessel with the defendant up to April, 1863, the month in which Scott resumed the management. The vessel was sent by Scott on the 6th July, 1864, to Hakodate, consigned in the plaintiff's name to Mr. Alfred Howell, Messrs. Dent & Co.'s agent, for the purpose of being sold. On the 6th of October, 1864, Scott was in England, and wrote to the plaintiff there a letter enclosing copy of account, dated Hongkong, July 7th, 1864, which showed a balance due to Scott & Co., in respect of receipts and disbursements on account of the ship, of $12,203.73, of which $1,033.92 had been incurred previous to the 3rd July, 1862, the date at which the purchase of the one-half share by the plaintiff and defendant took place. On the 5th of April, 1865, plaintiff paid to Scott £532.17.9, being his proportion of the losses incurred as shown by the account rendered, and on the 20th June, 1865, Scott sent to plaintiff a further account of receipts and expenditure, made up to the 31st December, 1864, and showing a further loss of $2,670.29. But this included various items of sums said to have been expended in Japan, and for which no vouchers were sent. The amount of these was $2,320.41, which being deducted from the amount before named, left a balance of $357.87, the defendant's share of this being $89.48, which was paid by the plaintiff to Scott, on the 12th March, 1866. The vessel was ultimately sold for $1,054, and Messrs. Dent's disbursements on her account, after deducting that sum, amounted to $4,995.72, which was paid by the plaintiff, who subsequently received one-half of the amount from Scott in respect of his half-share. In February, 1871, Scott filed a bill in Chancery against the plaintiff, which the plaintiff compromised by the advice of counsel, and paid to Scott £1,050, in full satisfaction of his claim; with £194.5s. 9d. for costs, the two amounts being paid in respect of the joint interest of the plaintiff and defendant in the vessel, and the former now claimed a total balance from the defendant of $5,121.—Mr. Eames, on the part of the defendant, submitted no answer to the petition, resting his case solely on the Court's sense of equity and justice, with a denial that a partnership had existed between the three—Scott, Hill, and Reynolds. He also contended that the plaintiff had failed to prove that Reynolds was considered a partner by Scott, and that the defendant had never authorised the plaintiff to pay any money, settle any matters, or make any arrangements on his account, in respect of the *Iron Prince*.—The case was argued at considerable length by Mr. Wainewright. Mr. Eames declined to address the Court, simply calling attention to the length of time that had elapsed since the date of the occurrence, and the consequent staleness of the cause of action, though he was precluded pleading the Statute of Limitations.—The Chief Judge took time to consider his decision.—*N. C. Daily News.*

## THE TEA STEAMERS.

We are enabled to give a completed list of the teaship disputched up to the present date, and their progress, so far as can be ascertained from the agents:—The *Deucalion* (Butterfield and Swire) left Woosung on the 21st ult, and arrived at Hongkong on the 25th, since which date her movements have not been chronicled, and will not be known until letters are received from Singapore. The *Glenartney* (Jardine, Matheson and Company) cleared at Hankow on the 19th ult., and was reported to have passed the Lightship early on the morning of the 22nd ult.; she arrived at Singapore at 10.30 a.m. on the 30th, after a quick passage of eight days and a-half from thence leaving again at five the same afternoon, at which hour the *Deucalion* had not arrived. The *Bengal* (Dryadale, Ringer & Co.) cleared at Hankow on the 20th ult., and also passed the Lightship on the morning of the 22nd, but no further news had been received of her up to the night of the 2nd inst. The *Fleurs Castle* (Adamson, Bell & Co.) passed Woosung, from Hankow, on the morning of Tuesday, the 25th ult., and nothing further has yet been heard of her progress. The *Glenearn* (Jardine, Matheson & Co.) is reported to have passed Woosung on the 27th ult., but no further news has yet been received about her. The *Lotus* (D. Sassoon, Sons & Co.) cleared at Kiukiang on the 26th ult., but we have not been able to ascertain any further particulars. The *Hankow* (Siemssen & Co.) arrived at the Red Buoy from Hankow, at 6.30 p.m. on the 2nd inst., and as she goes through to Port Said without calling at either Hongkong or Singapore, it is unlikely that anything more will be heard of her until her arrival at the Canal. The *Antenor* (Butterfield & Swire) left Shanghai on the 1st inst. The *Glenfalloch*, *Strasburg*, and *Gordon Castle* were in Hankow on the 30th ult.—*N. C. Daily News.*

## MR. F. W. MITCHELL AND THE SHANGHAI MUNICIPAL COUNCIL.

At a meeting of the Shanghai Municipal Council on the 24th ultc., the following correspondence was ordered to be published:—

Shanghai, 9th April, 1875.

F. W. Mitchell, Esq.,
Postmaster-General, Hongkong.

Sir,—Learning from the public papers of Hongkong that you are about to resign the office of Postmaster-General, and to leave that Colony, I take the opportunity of expressing the thanks of this community for the benefits derived from your able administration of the Hongkong Post-office and its Shanghai branch. It is true the latter is not connected with the affairs of this Municipality, yet as far the largest part of the correspondence which reaches this port comes through it from your head office, I feel sure that this community owes a great deal to your efficient management; and while many in your position might have been content with the ordinary well working of the Department, you have ever appeared anxious to inaugurate plans that would result in greater facilities to the merchants here, for the dispatch and receipt of their correspondence.

Wishing you a pleasant voyage and continued prosperity.

I am, &c.,
J. G. PURDON, Chairman.

General Post-Office,
Hongkong, 13th April, 1875.

Sir,—I do myself the honor to acknowledge and thank you for your letter of the 9th inst., No. 75/320, and to beg the favour of your expressing to the Municipal Council my deep sense of gratitude for the honor conferred upon me by that letter, which I highly value.

I have the honor to be, &c.,
F. W. MITCHELL,
Postmaster-General.

John G. Purdon, Esq.,
Chairman of the Municipal Council,
Shanghai.

## A CHINESE ROMANCE IN REAL LIFE.

A romance in real life is said to have occurred not long ago in the neighbourhood of Hankow. A travelling merchant—not a pedlar, if you please—took unto himself a wife, of whom he seems to have been very proud; for the lady was fair to look upon, and realised all those eccentric graces so dear to Chinese poets of the erotic school. Shortly after this Fortunate Union, however, the bridegroom's duties called him away from her side and he was compelled to take a fond farewell, with the dreary prospect of an absence extending over no less than two years. He accordingly consigned his bride to the care of his mother, and left; but proved himself, even while away, an excellent husband, furnishing the ladies with as much money as they needed, and writing with commendable regularity. At the expiration of the two years he came back; and as he turned down the street in which he lived, he entered into conversation with a fishmonger, whom he had previously known. It struck him that this tradesman put on a peculiar expression of face when he recognised him, and used an equally peculiar expression of speech when he enquired after his mother. Curious, but still unsuspicious, Hwang (for such was the good man's name) approached his house with due caution, and, unperceived, stole round to the back where he could just peep into his wife's apartment. There sat my lady his wife, her lips thickly vermilioned, and her cheeks as white as flour could make them, tricked out in as much tinsel as she could stick about her person, and ogling herself affectedly in a mirror. While engaged in the contemplation of these artificial charms, the returned husband saw an old coolie woman come into the room, to whom the lady spoke in a squeaking voice of consummate arrogance; and another moment convinced him that it was no other than his unfortunate old mother. Affecting, however, to ignore the change that had come over both ladies, he stepped with simulated joyfulness into the apartment, and embraced them in true conjugal and filial fashion; then, when the first greetings were over, informed his wife that their final reunion must be postponed still for a few days, as he had a little more business to transact before he could settle down comfortably with her again. Mrs. Hwang seemed to think it rather queer, but of course submitted; and when it was nearly dark, the husband took a short leave of her, and set off on his pretended journey. Then, under cover of the night, he watched the house; and subsequent events showed him that he hadn't watched in vain. Taking up the position he had assumed before, like a celestial "Enoch Arden," he had the pleasure of beholding the "Philip" who was in the habit of consoling his wife during his absence. There sat the gay creature, in her gewgaws, and gimcracks, and paint, with her ridiculous head on one side, howling, in true Chinese fashion, some love-ditty to her paramour across the table. Both were indulging somewhat freely in the bottle, and the feast went merrily on. The poor old mother-in-law, of course, was somewhere in the kitchen. Later in the night the husband stole into the house, his wife being just then elsewhere. The paramour was sleeping off the effects of his debauch: and Hwang looked curiously at him for a few seconds. Then, producing a sharp knife, he skilfully and noiselessly stabbed him in the throat, dividing his windpipe and killing him on the spot; then, as quietly, withdrew. The lady returning shortly afterwards, went to the bedside and tried to arouse her lover; "Get up," she cried; "why sleep you thus heavily? Sir! have you upset the wine? What is all this wet?" Then she struck a light, and found that it was not wine, but blood; and her paramour lay dead before her. However, she was a strong-minded person, and did not waste any time in lamentations. Seeing or guessing the position of affairs, she proceeded to chop up the dead gentleman and to joint him carefully; after which she put the pieces into a large cooking-pot, filled it with water, and boiled him to a good rich broth. Next day she announced her intention of visiting her parents, and taking with her, as a birthday present for her mother,—so she told her mother-in-law—a large cauldron of soup. On her way she took the opportunity of accidentally tipping the whole thing into the river, and thus, she flattered herself, all possibility of discovery was at an end. While at her parents' house she was rejoined by her husband and his mother, and there was a very merry dinner-party in honour of this happy reunion of husband and wife after such a long separation. After dinner the old folks called on Hwang for a story or a song. Hwang agreed; and, fixing his eyes upon the guilty woman, he recited, in verse, the entire history—just as we have told it here—of her faithlessness. His allusions grew more pointed as he proceeded, until the lady, unable to bear it any longer, pleaded a sudden headache, and fled to her apartment. In her absence, Hwang told her parents all the truth; and the poor old couple, though heartbroken at the discovery of their daughter's wickedness, commended his moderation and prudence above measure. On going upstairs, it was found that the wicked wife had hung herself; and her parents gave Hwang their youngest daughter to console him under his disappointment. Now this is a true story, and its moral is not far to find.—*Shanghai Courier and Gazette.*

## TRIAL OF A NEW JAPANESE TORPEDO-BOAT.

After one or two postponements which were unavoidable, the trial of the Torpedo-Boat built for the Japanese Government by Messrs. Whitfield and Dawson, from the designs of Mr. E. H. Boynton, has taken place, at the Government Arsenal, Yokoska. The Lighthouse Tender *Thabor* left Yokohama for the Arsenal on the morning of the 3rd inst. having on board several of the *Sangi*, officials of the Naval and War Departments and other distinguished personages.

The weather was very unfavourable for the trial, which took place shortly after one o'clock. It was proposed to test the capabilities of the invention on a raft which had been moored some three-quarters of a mile or more from the dry-dock where the steam-launch lay, from the deck of which the inventor in person directed the operations and guided the little craft on her errand of destruction. We have some particulars of her construction at the time of her launch, and here it may be sufficient to say that she is a decked boat containing a pair of powerful little engines, driving a screw which propels her at a fair rate of speed. The boiler, or rather steam-chest, is charged from a steam-tender which accompanies her, the whole process of starting, stopping, and reversing the engines, and of steering the boat, being directed by the operator from the tender by means of electricity passing through wires connecting the two vessels, thus dispensing with the necessity of employing any one on board, on a mission so dangerous. The working of the Torpedo-Boat was every thing that could be desired, and proof was given that the theories of the inventor were no mere chimeras. It was kept under perfect control, and made to go in any required direction. The raft was not blown-up, and thus the primary object of the trial was not accomplished; but the failure (if failure it can be called) resulted from the mistake of the operator in attempting to guide a lowlying vessel towards an object on the level of the water, from a basis of operations only two or three feet above it. The consequence was that when the boat had proceeded a distance of about a mile, though distinctly visible to those on board the *Thabor*, she was lost sight of by the operator, when she was within two hundred yards of the raft—and he then commenced feeling about, sending her in all directions, in the hope of striking the object at which he aimed. This he failed to do, but the failure is by no means a disheartening one, as, had Mr. Boynton been placed on a higher elevation, or been operating against a body as large as it is intended the boat shall work, there can be little doubt—in view of the admirable control which she seemed to be under—that the affair would have been crowned with entire success. The Japanese officials present expressed themselves as being perfectly satisfied with the qualities of the vessel.

The experiment was considered by many a failure, because the boat did not accomplish what was promised for it. But this arose from exceptional circumstances, the conditions being somewhat unfavourable, and is is hoped that at a further trial which is to take place shortly, the results obtained may be entirely satisfactory.—*Japan Gazette.*

## A JAPANESE WRITER ON THE STUDY OF DEAD LANGUAGES.

The following translation from the *Hochi Shimbun*, a Japanese native paper, is out from the *Japan Mail*:—

Words are used for expressing thoughts and letters for writing words. A language may be more or less pure; it is sufficient if it answers the purposes of the place and time at which it is used. The study of an ancient or foreign language should be pursued as an adjunct to practical education, but at present the younger generation do not observe a correct order in their studies, and are pursuing the study of ancient or foreign languages for their own sakes, which appears to us very pernicious. But this is not the worst. Whatever be the country, the clergy always cling to some ancient language. This love of antiquity is a fault inherent in them, but among all their loves there is none so absurd as the liking for ancient languages. The Brahmins of India revere Sanscrit, and declare that as it was created by Brahma it is adorable. We have heard that the language of India has undergone changes, but the reverence for it in its most ancient form has not ceased, and the Brahmins think it sinful to print Sanscrit, and when they write it they do so with styles on palm-leaves, the few printed Sanscrit books which we now see having been printed by foreigners, Europeans or Americans, and not by the Hindoos. When the clergy of the *Himits ha* (mysterious sect of Buddhists) touch Sanscrit, they separate themselves from the world for the sacred rights of the holy fire, which they may have derived from the sun-worship of the Persians, though nothing remains of it but the lower forms of its rites. Our Shingakusha (Shinto clergy) and Wagakusha (Japanese archæologists) say that Japan is a "word country," a saying directed against the Chinese, apparently in ignorance of the fact that there is not a country in the world which has not words. From this we can infer what ignorant people they are. They study dead languages and are now trying to bring them into vogue, not caring whether they are understood or not, so that all words of prayer and praise are offered up in them. It has lately been the fashion to deify those who have died in modern times, and prayers and praises are offered up to them in languages long since dead and buried, and therefore not only incomprehensible to the worshippers, but actually also to those to whom the prayers are addressed!

A Wagakusha by the name of Hirata has published a work on the letters of Japan, and states that the characters existed at the time of our mythology, and some of his scholars say that they are desirous of writing our ancient history with the *Jin-dai-moji* (letters of the mythological ages). Truly, there is much ridiculous ignorance in the world.

If we look at Christianity we find that both the Old and New Testaments which, were originally written in Hebrew and Greek, were, in the early ages, translated into Latin. The obstinate clergy of the Roman Catholic religion will not permit these to be translated into any other language from Latin, and say that Latin is a good and holy language, and that it was by the power of the Almighty that the Scriptures were translated into that language. They do not permit them to be read in a common-place way, though it is impossible to know whether this is the dictate of folly or cunning. The Protestants at first translated them into German, and then translations into English were also made, since when they have been translated into many languages and all are permitted to read them. We have recently seen some portions which have been translated into our own tongue, though we do not know by whom, but as the Roman Catholics do not permit of their being translated, we presume it has been done by the Protestants. Greatly to our astonishment they are composed in our language in the same fashion as the prayers and praises of the Shintôists. Does every one become ignorant who comes out to an ignorant country? This cannot always be so, for some of the books which we know to have been published by the Greek and Roman Catholic churchmen are written in our modern tongue. It seems to us to be killing the living Bible to translate it into a dead language. The Buddhist book of Shaka's doctrines was not composed in Sanscrit. Shaka preached in Pali, a language which was universally used by the people of Makata. Shaka did not write himself. It was his disciples who compiled the sayings of their master after his death. These books then came from farther India through Thibet into China, and were translated into these several languages, and the reason why we did not ourselves translate them when they came here is that we read and understood Chinese writings. Although we use the Chinese mode of writing, still our respective grammars differ so widely that it cannot be read currently. The nouns and adjectives may be read according to the Chinese pronunciation, but verbs and adverbs must be pronounced in our own language, and this has become our mode of reading Chinese. But the Buddhists read it straight without any such accommodation, and the consequence is that neither reader nor hearer understand a word of the passage which is being read. This is quite different to what is usually done by the Japanese. Young Buddhist scholars will continue reading for many years without knowing in the least what they have been reading. If the Buddhists have no time to translate these books into our tongue, they should teach the reading of Chinese according to the customary method, and their scholars would not only make some progress, but also acquire some interest in their studies. But if they must keep to an ancient language and nothing else, it would be better for them to go to India and acquire the real books and read them. *Namu ami-dabutz* is according to the pronunciation of the Sanscrit. And it is not only the Buddhists who use such old words, for in the Old and New Testaments, which have been translated into many languages, we have the words Jehovah, Amen, &c., which remain the same, so that if there are any words for which equivalents cannot be found, there is no absolute necessity for finding them. Judging from the foregoing, we think that should the Shintôists be desirous of using some old words a mixture of a few of them only would be sufficient.

## HONGKONG.

The exciting event of the past fortnight has been the seizure, after firing into, of the British steamer *Carisbrooke* by a Chinese gunboat, when on her way from Singapore to Hongkong. Full particulars of this occurrence are given in another column.

A large snake, of the boa constrictor species, was captured, in the vicinity of Wong-nei-chaong, we believe, on the 14th instant by a Chinaman. It measured 9 feet 1 in. in length and 10½ inches in circumference. It has been handed over to the Curator of the City Hall Museum.

An inquest was held on the 9th instant on one of the bodies recovered from the wreck of the *Poyang*, and which was at first supposed to be that of Captain Carroll. It was so far decomposed, however, that it was impossible to identify it, but the jury were unanimously of opinion from appearances that it was not that of the master of the ill-fated ship.

A subscription has been started for the benefit of the widow and son of Captain Carroll, master of the *Poyang*, who was much esteemed in the colony, and an influential committee appointed. A considerable sum has already been promised, and it is hoped that the total will reach a respectable figure.

On the evening of the 14th instant Mr. P. J. Miller, boatswain of the U. S. frigate *Hartford*, was suddenly seized with apoplexy in the Hongkong Hotel, whilst looking on at a game of billiards the Doctor and some of his brother officers were playing. Notwithstanding that everything was done to bring him round, he expired almost immediately. He is a married man and leaves a wife to mourn his loss.

The opium farmer of Hongkong has made a considerable haul. Hearing that a large quantity of prepared opium was being smuggled away from the colony on board the P.M.S.S. *Great Republic* for San Francisco without first paying him duty, with his detective and others in his employ he went on board and seized 267 brass canisters filled with prepared opium, each canister worth about $3, the total worth about $800. There was no owner to claim it, and on the 16th instant the case came before the Hononrable Charles May, who ordered the police to take care of the opium till some one came forward to claim it. The opium farmer objected to the police taking care of it, and requested to be allowed to take possession of it himself. In answer to his Worship, Inspector Cameron said the opium would be safe in the custody of the police, as such things are locked up in a place to which none have access but the Superintendent and the chief Inspector. Moreover it would be sealed, so that it would be impossible for any one to get at it. The opium farmer, however, pressed to have full command of it himself. His Worship told him he could take it, but before it was delivered up to him the police would seal it, and he would have to deliver it up in the same state if any person came forward to claim it. If not claimed by a certain date he would be notified, the opium confiscated, and it would be surrendered wholly to him.

## AMOY.

The Light-house on Fisher Island is very shortly to be commenced. The *Ling Fung* leaves at an early date for the Pescadores taking Mr. Beazeley—Customs Engineer and successor of Mr. Bryson, whom your readers may remember—to superintend the operations. A pamphlet has been published here by the Missionaries announcing the establishment of a "Union Church of Amoy" which is to embrace Christians of all denominations, English Churchmen, Presbyterians, Unitarians, Catholics, Unsectarians, and, in fact, members of all Churches, who are to sit down and worship together. The scheme sounds very well but the reverend promoters seem over-sanguine.

The Club Committee have decided to erect a new Club House near the site of the old one. It is to be two storied and is to contain, amongst other things, a theatre Hall.—*Foochow Herald.*

## FOOCHOW.

From Tamsui we learn that the tea crop is very inferior,—owing to the heavy rain experienced during the recent picking.

Our readers will regret to learn that Mr. James Hart (the popular Commissioner of Customs at this port) is about to be transferred to Shanghai.

Advices from Taiwanfoo refer to a recent heavy engagement between the Imperialists and Aborigines; resulting in the abandonment of an entrenched position by the former. With characteristic veracity, the Chinese claim a victory.

The fleet of Tea steamers assembled at the Anchorage are attracting considerable attention. For steam power, the preference appears to be given to the *State of Virginia*, but we are inclined to back the *Glenfinlas* and *Braemar Castle*.

The review of Bow and Arrow troops, in garrison, commenced on the 29th ultimo at the South Camp, and was continued on the following day. As a semi-theatrical display, it was somewhat imposing. As a military effort, supremely ridiculous.

Our Northern contemporaries deal somewhat roughly with the first operators in new Congous at Hankow. The undue haste shewn in opening the season's business was, no doubt, foolish, and deserving of condemnation; but our contemporaries apparently lose sight of the important fact that profits on Tea are not looked for now-a-days, and that, consequently, nobody is disappointed.

The coolies employed in the matting of tea packages were on strike a few days ago. Their demand for an increase (nearly cent per cent) of wages was, we understand, promptly acceded to by certain foreign hongs. Strikes are not unknown (alas!) out of China, but a sweeping demand for double wages—in a country where all the necessaries of life are uncommonly cheap—is a serious matter, even in these golden days. How will a similar demand be dealt with on the next occasion—say June 1876? The problem is an interesting one.

We learn, with regret, that the Rev. J. E. Mabood, of the Church Missionary Society, died when near Aden, on his way homeward, and was buried at sea on the 15th March. He entered upon his work here in 1869, and gave six years of faithful labour to his Mission; enjoying during the whole period the high esteem of his Missionary colleagues, and of many members of this Community who were acquainted with him. Much sympathy is felt for his widow, who is left, with five small children to mourn the early loss of her husband. We should have noticed this sad event before, had we received timely information of it.

Admiral Ryder is expected at any moment in the *Vigilant*. The Chamber of Commerce would, we think, do well in availing of the opportunity to point out to His Excellency the expediency of affording the British Community of this port a more ample naval protection throughout the year. Amoy, a place of far less consequence so far as British interests are concerned, is the rendezvous of one or more gunboats all the year round; while we are deprived of naval protection for nearly half that period. Recent events at the Pagoda Anchorage have sufficiently demonstrated the folly of indulging in any kind of belief in the power or willingness of the Native Authorities to afford adequate protection to the persons and property of foreigners.

Mr. Wade, we are informed, called upon the Viceroy on the 10th instant at his official residence in the City.

We understand that Messrs. Douglas Lapraik & Co.'s S. S. *Namoa* has been chartered to load Tea at this Port for the Australian Colonies.

Mr. Wade—H. B. M.'s Minister at Peking—and Admiral Ryder, arrived on the 3rd instant, in the *Vigilant* from Ningpo. Their Excellencies will, we understand, leave for the North at the end of this week.

We understand that negotiations for the purchase of the Pagoda Anchorage telegraph line are nearly concluded. As in the case of the Amoy line, the wire will be worked by the Great Northern Telegraph Company—under contract.

A body of about 200 Native troops are now encamped on the hill near the Custom House at the Pagoda Anchorage. No further disturbances have been caused by the gang of smugglers, referred to in our last issue; but a feeling of uneasiness still prevails.

The German corvette *Ariadne* arrived in Port on the 3rd instant, and left for Chefoo on Sunday last. She is, we believe, the first German war vessel that has visited this Port. From Chefoo, she will, we understand, proceed to Corea, for the purpose of surveying the coast of that country.

A Court Martial was held on board H. B. M.'s *Thalia* on the 7th instant, to try an officer of the Fleet for a breach of naval discipline. The proceedings were, of course, conducted privately; but we are given to understand that the prisoner was found guilty, and sentenced to be dismissed from his ship, with loss of 3 years' service.

H. B. M. S. *Hornet* returned from Tamsui on the 5th instant. We trust she will remain in port during the height of the Tea Shipping Season, at all events. As it is evident that the native authorities will do little in the way of protecting us against the lawlessness of their people, we should endeavour to impress upon our own officials the desirableness of furnishing us with more ample means of defence.

Another addition to the Arsenal Fleet—the *Yuan-Kai*—was successfully launched on the 4th instant. She is 202 feet in length, has a beam of 33 feet, and a depth of 17 feet. Her gross tonnage is 1,391, and her engines are of 150 horse-power. She is intended for the transport service, and is the sixteenth vessel launched at the Pagoda Anchorage Arsenal. We understand that the keel of a steam gun vessel was laid on the same day.

The first Cargo of new season's tea from this Port, was despatched per S.S. *Glenfinlas* to London on the 6th instant. It was fully expected that the *Braemar Castle* would have followed on the morning of the 8th but owing to the intervention of the Dragon feast, and consequent impossibility of obtaining coolies to stow the cargo on that day, her departure was delayed until on the 9th instant. The *State of Virginia* sailed on the 10th instant, and the *Agamemnon* was to clear the same day. Last year, the first cargo was despatched (per *Glenearn*) on the 14th June.—*Foochow Herald.*

## SHANGHAI.

The Engineer-in-Chief notifies that the wreck of the *Kiangloong*, off Hun Point, is now entirely under water, and that a red fixed light will be exhibited from a boat placed to mark the wreck. Vessels are, however, cautioned not to depend upon this light, as, owing to the strong current, the boat may not be able to retain its position in rough weather.

The magistrate of Quinsan has come down to Shanghai for the purpose of trying the two men concerned in the attack on Mr. Cooper. But owing to the unavoidable absence of Mr. Cooper and others of the witnesses, Mr. Medhurst has arranged with him to let the case lie over till their return, when the magistrate will either come down again, or, if he prefer, try the case in the presence of a Consular officer at Quinsan. The wounded man has also been produced, and was examined on the 31st ult. by Dr. Johnston. The Quinsan Magistrate, Mr. Davenport, and Chên the Magistrate of the M

vious two days Li Chaou-tang had called upon Li Hung-chang, the Governor-General, and the principal Chinese territorial and other functionaries stationed at this city. Proclamations have been issued, notifying to the Chinese public that Li Chaou-tang had taken office as Customs Taotai at this port.

June 3rd.

In the Peking *Gazette* of the 30th May there is an Edict appointing Shên-paou-chen (at present High Commissioner to Formosa), Governor-General of the provinces of Keang-suh, Keangse, and An-hwuy (Leang-Keang Taung-tuh) and High Commissioner for Foreign affairs in the South of China. Lew Kwan-yeh has been commanded to remain in charge at Nanking as acting Governor-General till the arrival of Shen Paou-chen.

The new Customs Taotai, Lee Chaou-tang, yesterday morning early, sent despatches to the Consuls of the port, acquainting them that he had, on the 1st instant, taken over charge of the Foreign Customs at Tientsin as Taotai.

Chinese rumour says that the proceedings of the Sultan of Kashgar, in Eastern Turkestan, are causing the Peking Cabinet and Tsung-le yamên great uneasiness. The intelligence "that the envoy of the Khan of Kashgar had arrived in Constantinople," will not tend to make them more easy regarding the state of affairs; for no doubt their foreign employés at Peking did not fail to inform the Yamên that the Sultan of Turkey is regarded as a chief of the Mussulmans; and has in his army many experienced Mahomedan officers, who are fully competent to teach the forces of the Sultan of Kashgar European military drill and tactics, which would render them formidable opponents in the field. I have always understood that the language spoken by the Mahomedan population in Eastern Turkestan was the same as that spoken by the Turkish population in Asiatic and European Turkey. This fact, added to both peoples being Mussulmans, will bind them together more closely. Should the object then, of the Ameer, in sending an Envoy to Constantinople, be to obtain the physical support of the Sultan by the aid of experienced military officers, China may make up her mind to lose, ere long, the whole of Eastern Turkestan. From everything we have all along heard, the Mahomedans in Kashgar will easily obtain ample supplies of munitions of war from the Russian merchants who trade with the people of Central Asia. We shall no doubt, before long, learn some news more definite, through the Chinese, and also Russian officials, regarding the actual state of affairs in Eastern Turkestan, that will enable us to form a more accurate conception of them than we at this moment possess; and guide us to a clear idea as to the probable course which events will take by the Sultan of Kashgar going to war with China.

To day, in a completely shaded place in the verandah, and out of the wind, the thermometer at 4 p.m. stood at 96 degree Fahrenheit. There is a hot south-west wind blowing, which accounts for it rising so very high. At daylight, the thermometer stood at 83 degree Fahrenheit.—*Correspondent N. C. Daily News.*

## YOKOHAMA.

An accident occurred to the torpedo projector, which has been constructed by Messrs. Whitfield & Dowson for the Japanese Government, causing it to sink in about four fathoms of water in Missisippi Bay on the 23rd ult. On being raised on the 25th she discovered no signs of damage from her immersion.

The lamentable prevalence of blindness and of diseases of the eye in this country would seem to render a movement for the education of the blind specially acceptable. The *Nichi Nichi Shimbun* relates that a meeting was held on the 22nd ult., at the residence of a Missionary at Yedo, for the purpose of considering the subject of composing books suitable to the use of the blind.

The *Hôchi Shimbun*, says that during 10 days of the wrestling matches at Ekô in, Yedo 34,385 tickets were sold. This would show no diminished popularity of this national pastime.

The *Nichi Nichi Shimbun* instances as evidence of the gradual improvements of the sanitary arrangements in the public prisons in the capital, that, whereas during the whole of last year the deaths were 28, and in past years were still more numerous, no death has occurred this year up to the period of writing in the Tsukiji prison.

The usual mode of disposing of the dead by cremation, which was forbidden by Imperial Proclamation in 1873, is again permitted by a notification which abrogates the prohibition. It would be interesting to learn whether the removal of the ban is due to the pressure of social feeling or to the tendency which the Government exhibits to leave the practise of religious rites to the untrammelled sense of the people. It is possible that the revival of cremation in Europe has not been without its influence.

The artists of the capital who are employed to paint the signboards which indicate, usually in English, that foreign articles are sold in the Japanese shops, use the language they operate in with an audacity which more than reciprocates the "pidgin" Japanese in which the foreigner explains himself, the difference being that the latter is merely oral while the *litera scripta* unfortunately *manet*. One of these reckless signboards, raised above a store in the Honchô-Dori in Yedo, has long been a puzzle to the passing foreigner. What can "Rock and Haing and Glass to sale" be held to mean? An enquiry from the owners elicits no satisfaction. They profess to have suffered from the vagaries of a scholar who has obviously betrayed their confidence. They will not remove their sign: enigmas answer; and some, they deem, who come to scoff may remain to pay. Fortunately, a correspondent who has taken pains to study the myth comes to our aid, and suggests—what may be thought to be a good shot at the meaning of the sign—that it is intended to show that locks, hinges and glass may be bought at the emporium beneath. If our correspondent will tell us what is meant by "Wereide Specifics"—words which meet the eye on hundreds of signboards throughout the metropolis—he will have satisfied further a curiosity by which many residents of the capital and others profess to be much afflicted. A correspondent points out that the words "Wereide Specifics" may be explained, on the supposition that the spelling is incorrect, as meaning the "Universal Remedy." The words are Dutch and the nostrum was probably introduced by the early traders from that country.

The *Akebono Shimbun* is very satirical over the long lists of official appointments which are now emitted daily. A new memorandum appears, it says, every day, devoted to the sole purpose of conveying intelligence of further additions to the swelling list of bureaucrats. Should this continue, it thinks, Japan will soon see as many officials as there are men in the Empire.

A serious fire occurred in the village of Omiya in Suruga on the 14th ultimo; 130 houses were destroyed.

The Imperial visit to Yetchujima has been postponed. It is said that the inhabitants of the district manifested much alarm on learning that cannon practise was in contemplation, and that they were with difficulty assured that the demonstration was wholly pacific.—*Japan Mail.*

General Saigo has been appointed Vice-President of the Japanese Commission to the Centenary Exhibition at Philadelphia.

The Cremation grounds at Senji, Yedo have once more come into use in consequence of the withdrawal of the prohibition of this mode of disposing of the dead.

A native named Shozaburo, living at Yedo, has been fined 3 *yen* and 75 *cens* in commutation of fifty days' imprisonment for the offence of having failed to rescue his grand-step-mother (?) from a fire.

The news of the complete cession of Saghalien to Russia appears to be doubted in certain Japanese circles, and is even disputed by some of the native newspapers; but we are amply assured of its authenticity.

Fukuoka, who had received his appointment as *gihsuan*, did not long exercise the functions of his office. The honorarium of 472 *yen* which he received on his resignation has been generously bestowed upon the poor of Yedo.

The *Hochi Shimbun* relates that a Japanese junk manned by 12 hands from the Yamaguchi *ken* was discovered in a sinking condition in mid ocean by an American merchant ship. The crew were taken from her and carried to San Francisco.

The *Hiorori Shimbun* remarks upon the eccentricity of some of the native provincial journals. One of these, issued at Nagasaki, has subjected itself to the censorate of the local authorities and may not be published until it has been submitted to the inspection of the Governor.

The *Hochi Shimbun* observes that the officials of the Kiobusho (department of religion) who have been recently engaged in a newspaper controversy with two of the native journals have enquired whether they were at liberty to continue their services to the department. The question has been referred for adjudication to the Superior Court.

The *Hochi Shimbun* is responsible for the statement that the chief provincial branch of the Mitsui Bank at Kiôto has changed its designation to Mikoshi Noriyemon. Other and less important branch establishments have also, it states, dissolved their connection with the parent house, and this it attributes to their apprehension of being involved in the losses of the larger Banks.

Another photographer has, it seem, been punished for offering for sale specimens of the *carte de visite* of the Mikado and his Empress. Referring to the report that the portraits of the Imperial couple had been forwarded to Italy in order that they should be copied in oil, a writer in the *Hiorori Shimbun* expresses a hope that due care may be taken to prevent their republication on the continent of Europe.

The *Hochi Shimbun* relates that a parallel to the kidnapping which was lately reported at Kobe has just occurred in Yokohama, where a Japanese, from Yedo, has sold his child for four *yen*; in this case also to a Chinese. It is related that on his return to his house the unnatural father endeavored to excuse his conduct to his wife. She has, however, placed the matter in the hands of the police.

The *Hochi Shimbun*, on the authority of private information from Osaka, states that the coinage of 5 *sen* pieces has amounted to 880,000 *yen* and of copper coinage to 550,000 *yen*, in all of a value of 1,430,000. On the other hand $1,366,000 of 1 *shu* (6.25 *sen*) notes of the paper emitted by the Daijokuan and Mimbusho are now in currency. There is thus, the writer thinks, a fair margin against over-issue in this part colar instance.

Kakichi Mitankuri, a younger son of the late president of the Meirokn Society, of Yedo, has for the second time gained a high prize for scholarship in his class, consisting of some fifty students, in the High School of Hartford, Connecticut. The family is prominent in educational achievements wherever it appears. Its members hold positions of distinction in Japan, and a brother of the young laborer in America is the recognized head of Japanese students in England, having already secured a scholarship at Cambridge.

The only question that now engages the attention of the Legation in St. Petersburg is the decision of the *Maria Luz* case, which is understood to be somewhat delayed in consequence of the irregular—and, presumably, accidental—introduction of a number of documents on the Peruvian side of the argument which had not previously been submitted to the consideration of the Japanese Government. These are to be transmitted to Japan, according to present arrangements, duly examined, and returned to Russia, after which the result of the arbitration will be pronounced.

The *Choya Shimbun* publishes the following copy of a Memorial which has been submitted to the *Genro-in* by Takatzuji and eleven other *Kadzoku*:—We recently submitted a memorial enquiring if those who had performed meritorious actions could claim admission to the rank of *Kadzoku*. But our memorial was returned with the remark that as the medals of honour had been struck there did not appear to be any necessity for taking this course. Had the reply been to the effect that our memorial was unnecessary we should have had nothing further to urge upon the subject; but when we are told that such reply is unnecessary *because* medals have been prepared we are tempted to ask still further:—Have not these medals been suggested by the customs of the kingdoms of Europe where medals and titles are distributed to the meritorious? The following five titles, for example, are bestowed in England: Duke, Marquis, Earl, Viscount, and Baron; again Baronet and Knight of the Garter. However, it would seem to us that medals may be granted and titles of nobility conferred as well, and we confess we do not understand the answer which we have received. But if, in reply to his enquiry, we are told that such rewards as titles are not deemed necessary in cases where medals are granted, the intentions of the Government will be more clear to us.—*Japan Mail Daily Advertiser.*

We are informed that among the passengers by the *Coppon Maru*, from Iturup to Hakodate, were four Americans, who were left on the island in the autumn of 1874 by the schooner *Otsego* of San Francisco. It is asserted that they were left at the north-east end of the island to hunt, and that the vessel was to call there for them within a specified time, which had expired. An investigation into the causes of their being found hunting in Japanese territory, where they had no right to be, will be held before the U. S. Consul at Hakodate.—*Japan Herald.*

*Kazoku* Satake Yoshinaga has offered 1,000 *yen* to Tokio *Fu*, for the construction of a school in the vicinity of his residence; and *Kazoku* Date Munenori offers 100 *yen* for a similar object.

A school is being constructed on Kokubudai, Shimosa. The place is noted as being the site of the battle-fields of Satomi and Hojo, and from its summit may be seen Nikko, Tsukuba, Fuji, and other celebrated mountains and hills; besides the great Tone gawa and its affluents.


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A. MACG. HEATON,
*Agent.*

tf 940 Hongkong, 17th June, 1875.

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship

"MALACCA"

will leave for the above place shortly after the arrival of the *Venetia* with the next English Mails.

A. McIVER,
*Superintendent.*

P. & O. S. N. Co.'s Office,
Hongkong, 7th June, 1875. [877

STEAM TO SHANGHAI.
(*Taking Cargo at through rates for* NAGASAKI *and* HIOGO.)

THE P. & O. S. N. Co.'s Steamship

"VENETIA,"

will leave for the above place about 24 hours after her arrival with the next English Mails.

A. McIVER.
*Superintendent.*

P. & O. S. N. Co.'s Office,
Hongkong, 7th June, 1875. [878

FOR MANILA.

THE Spanish Brig

"OCEANO,"

M. Arechavala, Master, will have immediate despatch for the above Port.

For Freight or Passage, apply to
REMEDIOS & Co.

tf 919 Hongkong, 12th June, 1875.

FOR MANILA.

THE Spanish Barque

"BALBINA,"

Captain Miranda, will have quick despatch for the above Port.

For Freight or Passage, apply to
VOGEL, HAGEDORN & Co.

tf 714 Hongkong, 11th May, 1875.

FOR LONDON.

THE *A* 1 Clipper Barque

"DENBIGHSHIRE,"

Williams, Master, will load here, at Whampoa, and at Macao, and will have immediate despatch for the above Port.

For Freight, apply to
A. MACG. HEATON,
OR
THOMAS & MERCER,
*Canton and Macao.*

tf 698 Hongkong, 8th May, 1875.

## Vessels on the Berth.

FOR MANILA.

THE Spanish Steamer

"SORSOGON,"

Captain Lizarza, will have immediate despatch for the above Port.

For Freight or Passage, apply to
VOGEL, HAGEDORN & Co.,
*Agents.*

tf 904 Hongkong, 10th June, 1875.

FOR LONDON.

THE *A* 1 British Barque

"OSAKA,"

Lowe, Master, will load a General Cargo here and at Whampoa, and will have immediate despatch for the above Port.

For Freight, apply to
A. MACG. HEATON.

tf 924 Hongkong, 14th June, 1875.

FOR SAN FRANCISCO.

THE *A* 1 Dutch Bark

"HOLLANDER,"

Van der Eb, Master, will load here for the above Port, and will have immediate despatch.

For Freight, apply to
VOGEL, HAGEDORN & Co.

894 Hongkong, 8th June, 1875.

FOR LONDON.
*To follow the "Denbighshire."*

THE *A* 1 British Barque

"ST. ANDREW'S CASTLE,"

Malcolm, Master, will load here, at Whampoa, and at Macao, and will have immediate despatch for the above Port.

For Freight, apply to
A. MACG. HEATON,
OR
DEACON & Co.,
*Canton and Macao.*

tf 862 Hongkong, 4th June, 1875.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, AND SOUTHAMPTON;
ALSO,
BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*ZAMBESI*," Captain CATES, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on SATURDAY, the 19th June, at Noon, proceeding to Southampton and London *via* Suez Canal.

Cargo will be received on board until Noon, Specie and Parcels at the office until 2 P.M. on the 18th June.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A Written Declaration of the Contents and Value of the Packages for the Overland Routes required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness on such declaration.

Shippers of cargo for Bombay are requested to take note, that the Steamers leaving Hongkong in correspondence with the Australian Steamers from Galle to Bombay, *may* call at Colombo.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, *Superintendent.*

Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 5th June, 1875.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
PONDICHERRY, MADRAS, AND CALCUTTA.

ON SATURDAY, the 26th June, 1875, at noon, the Company's Steamship "*TIGRE*," Commandant BRUNET, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till noon. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 25th June, 1875. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. BERTRAND,
*Principal Agent.*

Hongkong, 18th June, 1875.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA PANAMA AND OVERLAND, TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE S.S. "*CITY OF PEKING*" will leave Hongkong for San Francisco, *viâ* Yokohama, on THURSDAY, the 1st prox., at 3 P.M., taking Passengers, Mails and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, VIA PANAMA and OVERLAND.

A Steamer of the Company will leave Shanghai, via the Inland Sea Ports, about the same date, and make close connection at Yokohama.

At New York and Aspinwall, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 P.M. on the 30th instant. Parcel Packages will be received at the Office until 5 P.M. of the same day. All Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.

G. B. EMORY,
*Acting Agent.*

Hongkong, June 18th, 1875.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES,
AND
ATLANTIC STEAMERS.

THE S. S. *BELGIC* will be despatched for San Francisco, *via* Yokohama, on MONDAY, the 5th July, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. on the 4th proximo. Parcel Packages will be received at the Office until 5 P.M. same day, all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, Praya West.

G. B. EMORY,
*Acting Agent.*

Hongkong, June 5th, 1875.

## Intimations.

SAM SHING,
OF No. 102, QUEEN'S ROAD CENTRAL,
(*A few doors to the Eastward of Stag Hotel,*)

OFFERS for Sale a large assortment of JAPANESE OURIOS, LACQUERED and PORCELAIN WARE, recently imported, and of the newest styles, all of which will be sold at EXTREMELY MODERATE RATES.

Every advantage granted to Shippers and other Buyers of large quantities.

1m 813 Hongkong, 27th May, 1875.

G. O. ROGERS, D.D.S.,
*DENTIST,*
No. 7, ARBUTHNOT ROAD.

tf 247 Hongkong, 1st December, 1874.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.)
SOLE AGENT FOR CHINA AND JAPAN,
F. PEIL,
(tf 1671 *Hongkong, Shanghai, Cologne (Germany.)*

UNPARALLELED SUCCESS OF
GOODALL'S WORLD RENOWNED HOUSEHOLD SPECIALITIES.

GOODALL'S QUININE WINE.
YORKSHIRE RELISH.
GOODALL'S BAKING POWDER.

YORKSHIRE RELISH.—The MOST DELICIOUS SAUCE IN THE WORLD. This cheap and excellent Sauce makes the plainest viands palatable, and the daintiest dishes more delicious. To Chops, Steaks, Fish, &c., it is incomparable. Sold by Grocers, Oilmen, &c. Prepared by GOODALL, BACKHOUSE & Co., Leeds, England.

GOODALL'S QUININE WINE. THE BEST, CHEAPEST, AND MOST AGREEABLE TONIC YET INTRODUCED. The best remedy known for Indigestion, General Debility, Loss of Appetite, &c. Restores delicate invalids to health and vigour. Sold by Chemists, Grocers, &c. Prepared by GOODALL, BACKHOUSE & Co., Leeds, England.

GOODALL'S BAKING POWDER. THE BEST IN THE WORLD. The cheapest because the best, and indispensable to every household, and an inestimable boon to housewives. Makes delicious Puddings without Eggs, Pastry without Butter, and beautiful light Bread without Yeast. Sold by Grocers, Chemists, Oilmen, &c. Prepared by GOODALL, BACKHOUSE & Co., Leeds, England. [521 808 June 5

TRADE MARK.
ON A WREATH,
A LION RAMPANT GARDANT,
HOLDING A CROWN PROPER.

ELLWOOD'S
HATS AND HELMETS.

DINNEFORD'S FLUID MAGNESIA. The best remedy for ACIDITY of the STOMACH, HEARTBURN, HEADACHE, GOUT and INDIGESTION, and the best mild aperient for delicate constitutions, especially adapted for Ladies, Children, and Infants; and for *regular* use in Warm Climates.

DINNEFORD & CO.,
Chemists, London, and of Druggists and Storekeepers throughout the world.

N.B.—Ask for DINNEFORD'S MAGNESIA.

[521 640] Agents—A. S. Watson & Co., Hongkong. [16 Ap

LAMPS! LAMPS!
FOR KEROSINE, PETROLEUM, AND PARAFFIN.

WRIGHT AND BUTLER, *Manufacturers and Exporters, Birmingham.* Table, Street, and Station Lamps and Lanterns of all descriptions. Chandeliers, Brackets, &c., in great variety. Lamps fitted with American or any other description of Burner. Patentees of the celebrated "*Eclipse*."—*No Chimney Burner!* Specially adapted for up-country districts, as all breakage of chimney is avoided, and the light gives much greater than that of any other burner same size wick. Photographic and Books containing over 500 designs upon application. Indents must be sent through an English house or covered by drafts 60 days' sight. [521 995 June 27

J. & E. ATKINSON,
WHOLESALE & EXPORT PERFUMERY, AND FANCY SOAP MANUFACTURERS,
24, OLD BOND STREET, LONDON. Established 1799.
*Exhibition Prize Medals.*—London, 1862—Prize Medal—Paris, 1867—Only Silver Medal—Cordova, 1873—Only Medal Awarded—Lima, 1872—The Silver Medal—Vienna, 1873—Grand Medal—"*Progress.*"

Atkinson's Celebrated WHITE ROSE and other PERFUMES. Atkinson's Celebrated EAU DE COLOGNE. Atkinson's Celebrated BROWN windsor SOAP, &c.

N.B.—All Perfumes, Lavender-waters, Eau de Cologne, &c., manufactured in bond, and shipped duty free at great reduction. PRICE LIST ON APPLICATION.

CAUTION.—Many spurious imitations are now sold of Messrs. J. & E. ATKINSON'S Goods; orders should therefore be sent direct, or through commission houses of repute. Their goods are kept by all respectable dealers throughout the world. [521 1100 July 25

CAUTION.

J. & F. MARTELL'S BRANDY.

It having come to our knowledge that spurious imitations are imported, Consumers should be careful to see that they obtain the genuine article with our Brand, which is to be had of all respectable Dealers.

1y-10 Jan-2] MARTELL & Co.

KEATING'S PERSIAN INSECT-DESTROYING POWDER, as supplied to Her Majesty's Government.

This POWDER is quite harmless to Animal Life, but is perfectly unrivalled in destroying Fleas, Bugs, Cockroaches, Beetles, Gnats, Mosquitoes, Moths in Furs, and every other species of insects in all stages of metamorphosis. Sold in Packets.

KEATING'S WORM TABLETS, a Purely VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for children. Sold in Bottles of various sizes by all Chemists and Druggists.

THOMAS KEATING, London, Expert Chemist and
181 522] Druggist. [April 3

OAKEY and SON'S EMERY and BLACK LEAD MILLS,
WESTMINSTER BRIDGE ROAD, LONDON, ENGLAND.

OAKEY'S WELLINGTON KNIFE POLISH. Packets, 3d. each; tins, 6d., 1s., 2s. 6d., & 4s. each.

OAKEY'S INDIA RUBBER KNIFE BOARDS, from 1s. 6d. each.

OAKEY'S SILVERSMITHS' SOAP (NON-MERCURIAL), For Cleaning and Polishing Silver, Electro-plate, Plate Glass, Marble, &c. Tablets, 6d. each.

OAKEY'S GENUINE EMERY, GRAIN AND FLOUR.

OAKEY'S EMERY AND GLASS CLOTH.

OAKEY'S CABINET GLASS PAPER, BLACK LEAD, &c.

OAKEY'S GOODS Sold everywhere by Ironmongers, Grocers, Oilmen, Brushmakers, Druggists, &c. [521 51 Jan. 9

THE FOLLOWING IS AN EXTRACT FROM A LETTER dated 15th May, 1872, from an old inhabitant of Horningham, near Warminster, Wilts:—

"I must also beg to say that your Pills are an excellent Medicine for me, and I certainly do enjoy good health, sound sleep, and a good appetite; this is owing to taking your Pills. I am 78 years old.

"Remaining, Gentlemen, yours very respectfully, L. S.

"To the Proprietors of NORTON'S CAMOMILE PILLS, London." [521 1163 Aug. 1

FRAUD.

ON the 27th June, 1